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NEGATIVE DECLARATION

Date of Publication of
Preliminary Negative Declaration: May 14, 1982

Lead Agency: City and County of San Francisco, Department of City
Planning, 100 Larkin Street, San Francisco, CA 94102

Agency Contact Person: Susana Montaña Tel: (415) 552-1134

Project Title:

ect

,14 E

Project Sponsor: Deringer Development Group

Project Contact Person: Richard Deringer

5/S

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REFERENCE
BOOK

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on Street at Otis Street

(s): Block 3512, Lot 8

sco

nversion of 3-story retail building (automobile showroom)
Commercial) Use District to mixed use including
office space, 6,000 net square feet of retail space
ned as a Planned Unit Development.

A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding
of the Guidelines of the State Secretary for Resources,
Significant Effect), 15082 (Mandatory Findings of
cision to Prepare an EIR), and the following reasons as
valuation (Initial Study) for the project, which is attached:

al Study

Mitigation measures, if any, included in this project to avoid potentially significant effects:

See pages 60 and 61 of the attached Initial Study

Final Negative Declaration adopted and issued on ______________________

D
REF
711.4097
Ot4

Alec Bash, Environmental Review Officer

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NEGATIVE DECLARATION

Date of Publication of Preliminary Negative Declaration:	May 14, 1982

Lead Agency: City and County of San Francisco, Department of City Planning, 100 Larkin Street, San Francisco, CA 94102

Agency Contact Person: Susana Montaña Tel: (415) 552-1134

Project Title: Otis/Mission Office Project
Initial Study, 82.14E

Project Sponsor: Deringer Development Group

Project Contact Person: Richard Deringer

Project Address: 1660 Mission Street at Otis Street

Assessor's Block(s) and Lot(s): Block 3512, Lot 8

City and County: San Francisco

Project Description:

Addition of 2 floors and conversion of 3-story retail building (automobile showroom) to office use in a CM (Heavy Commercial) Use District to mixed use including 170,700 gross square feet of office space, 6,000 net square feet of retail space and 120 parking spaces designed as a Planned Unit Development.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached:

See attached Initial Study

Mitigation measures, if any, included in this project to avoid potentially significant effects:

See pages 60 and 61 of the attached Initial Study

Final Negative Declaration adopted and issued on ______________________

D
REF
711.4097
Ot4

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Alec Bash, Environmental Review Officer

DOCUMENTS DEPT.

INITIAL STUDY

OTIS/MISSION

82.14E

May 1982

D REF 711.4097 Ot4

Otis/Mission : initial
study /
1982.

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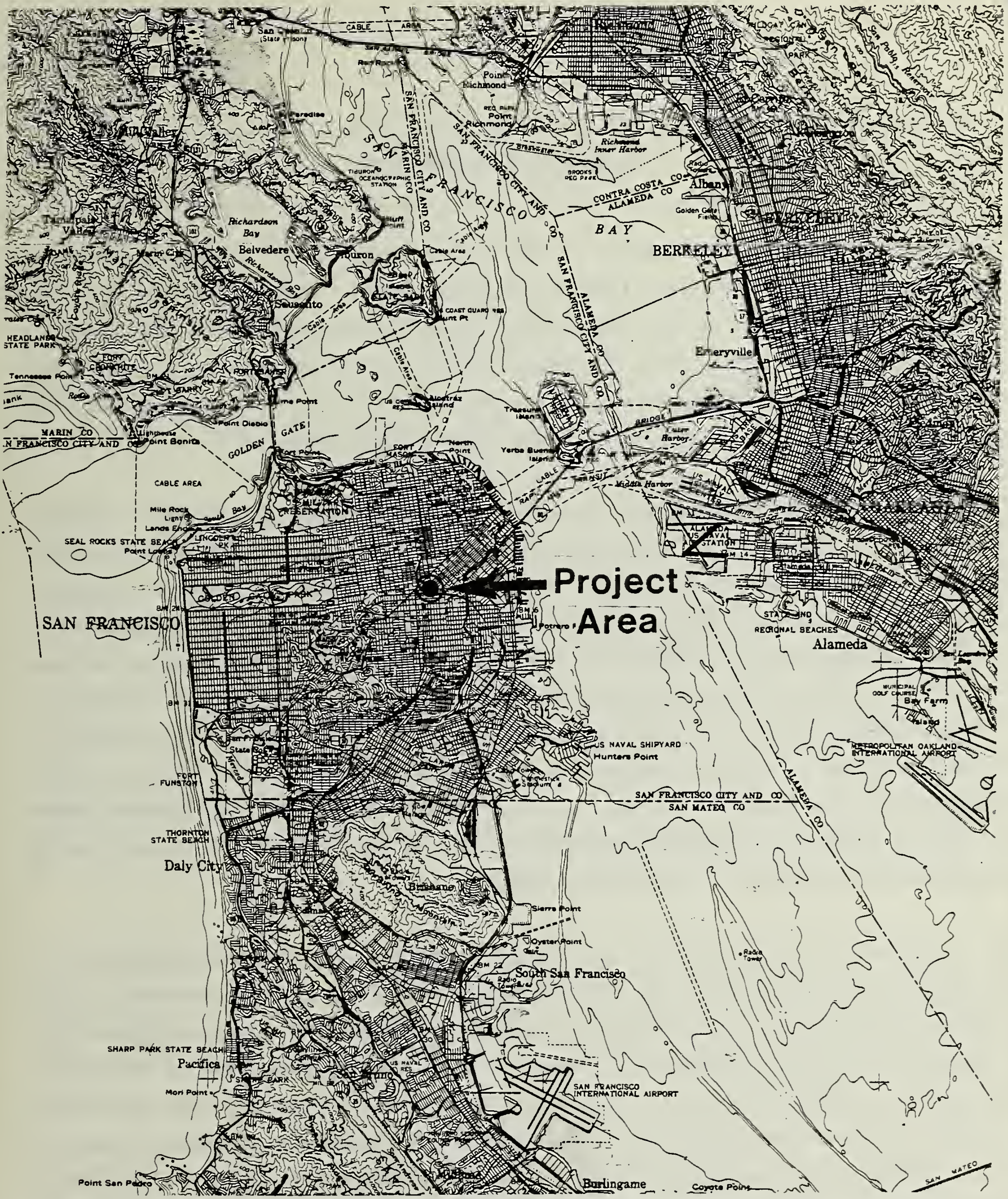
I. PROJECT DESCRIPTION

The proposed Van Ness Plaza project at 1660 Mission Streeet would provide four floors of office space with ground level parking and retail space. The project site is in the triangular block bounded by Otis and Mission Streets. The project site is approximately 42,700 gross square feet; Lot 8 in Assessor's Block 3512 (see Figures 1 and 2, pages 2 and 3). The project site is adjacent to two other structures on the same block: the Union Oil service station on Lot 1 and the vacant Leslie Leasing structure on Lot 5.

The proposed project would contain approximately 213,000 gross square feet. Of this, approximately 170,700 gross square feet would be office space; 119,600 net square feet would be usable office space, approximately 33,000 net square feet would be computer area. Approximately 6,000 net square feet would be retail space providing neighborhood-oriented commercial uses. Because of the design of the proposed retail space, net and gross floor areas would be approximately the same. The existing, vacant 3-story Les Vogel Building would be renovated to provide one level of parking and retail space at ground level, and two floors of office use. An additional two floors of office use would be constructed (see Figures 3, 4, 5, 6, 7, 8 and 9, pages 4-10). About 120 parking spaces would be provided with entrances and exits on Otis and Mission Streets; a 2-truck loading dock would be provided with Otis Street access.

As a Planned Unit Development the project sponsor would seek authorization of a Conditional Use permit from the City Planning Commission to allow provision of 120 parking spaces on-site, with a potential to provide an additional 69 spaces on-site with lift (mechanical) and valet parking, if a journey to work post-occupancy survey indicated a demand for additional parking. If the survey identified a demand for more spaces than could be accommodated on-site, the project sponsor will provide the additional number (up to a total equal to the Planning Code requirement of 284 spaces) off-site for the life of the project within 800 feet of the project site. The post occupancy survey (which would follow Department of City Planning format and methodology for such surveys) would also include complete journey to work information for project tenants.

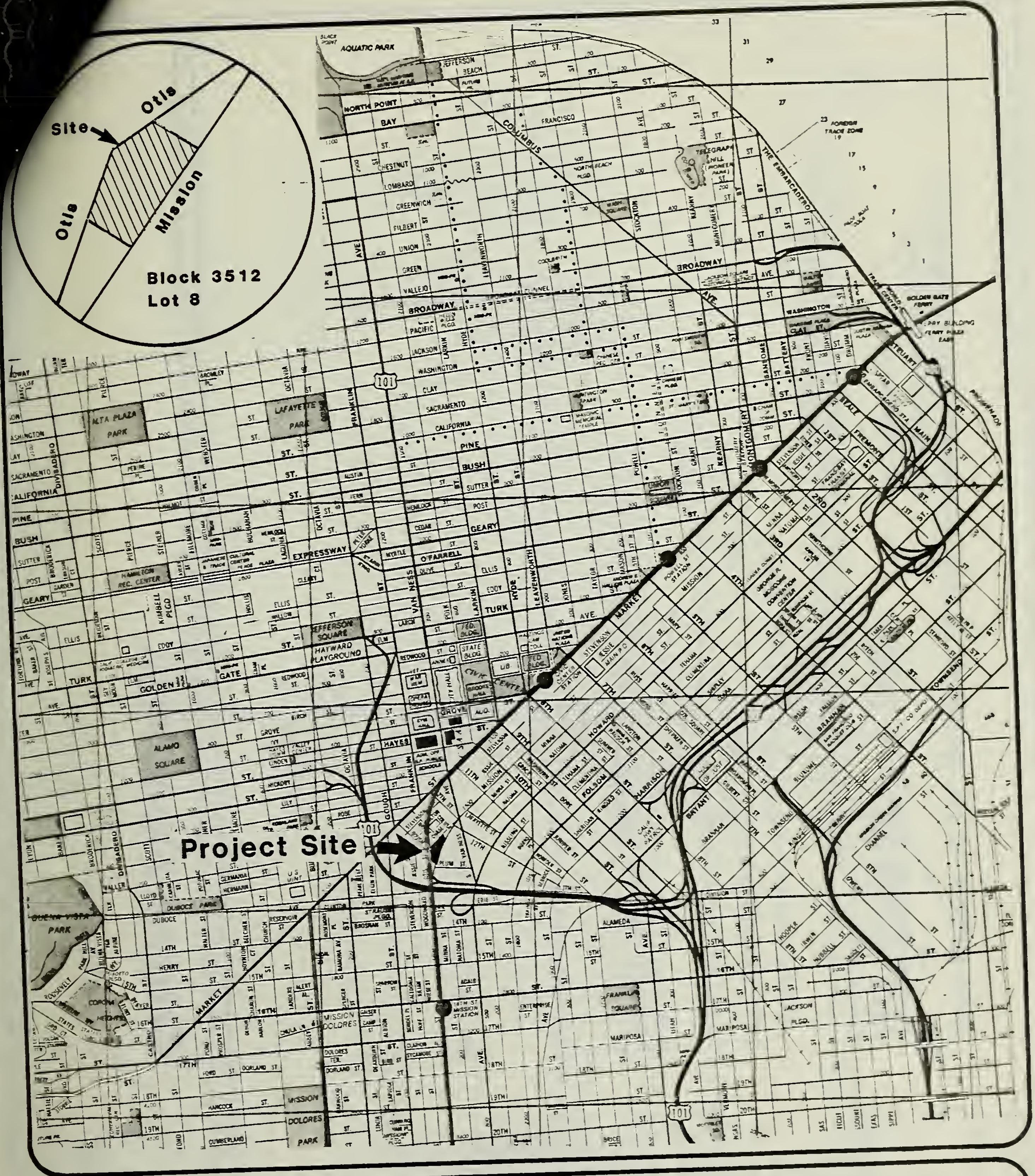
The project sponsor would provide from 128 to 152 housing units within the City of San Francisco.



Regional Location Map

North

Figure No.1



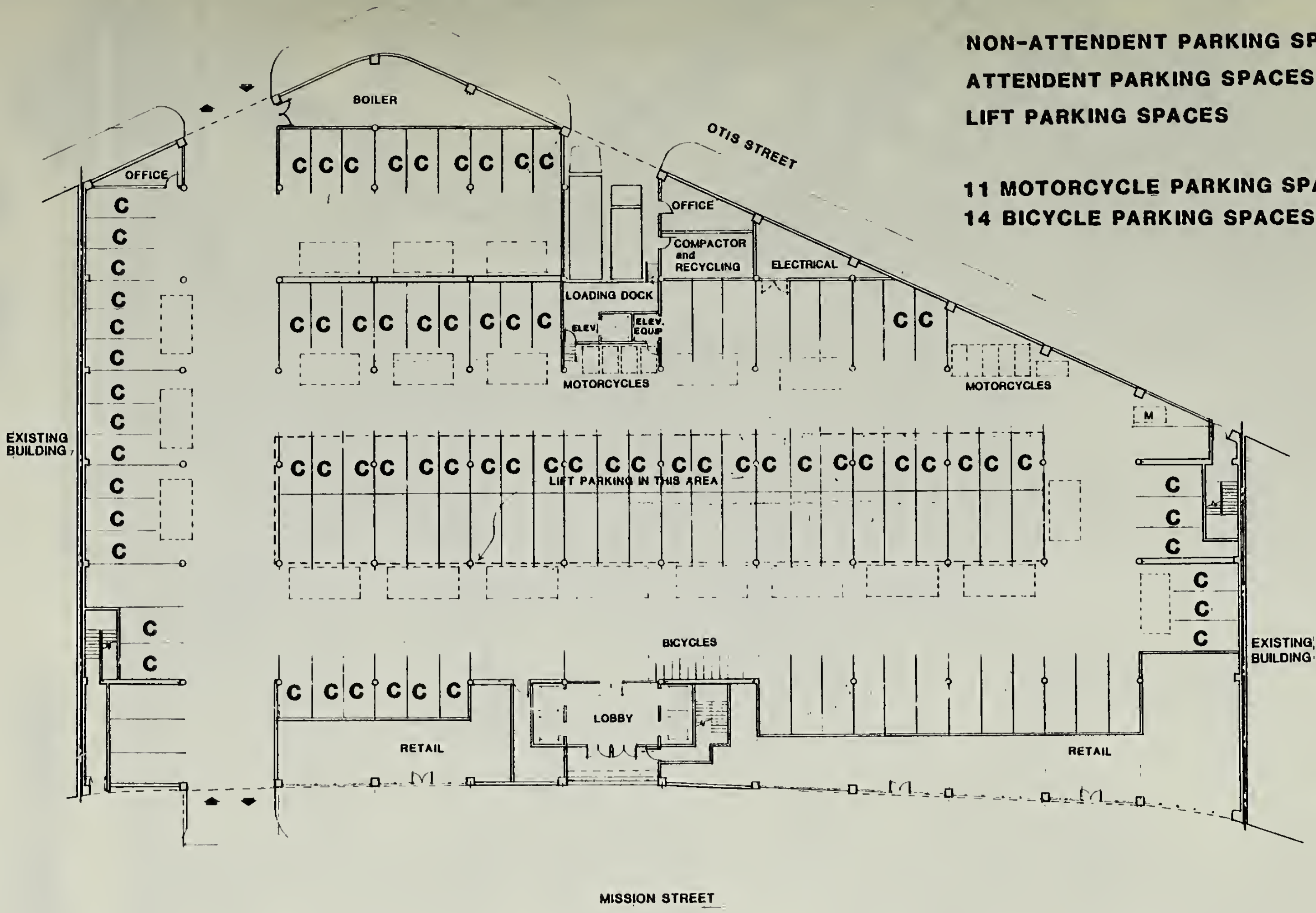
Site Location Map

North

0 500 1000 2000

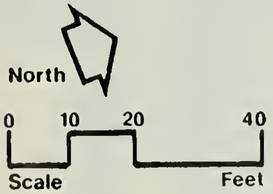
Scale Feet

Figure No. 2



NON-ATTENDENT PARKING SPACES	120
ATTENDENT PARKING SPACES	21
LIFT PARKING SPACES	48
	189

11 MOTORCYCLE PARKING SPACES
14 BICYCLE PARKING SPACES

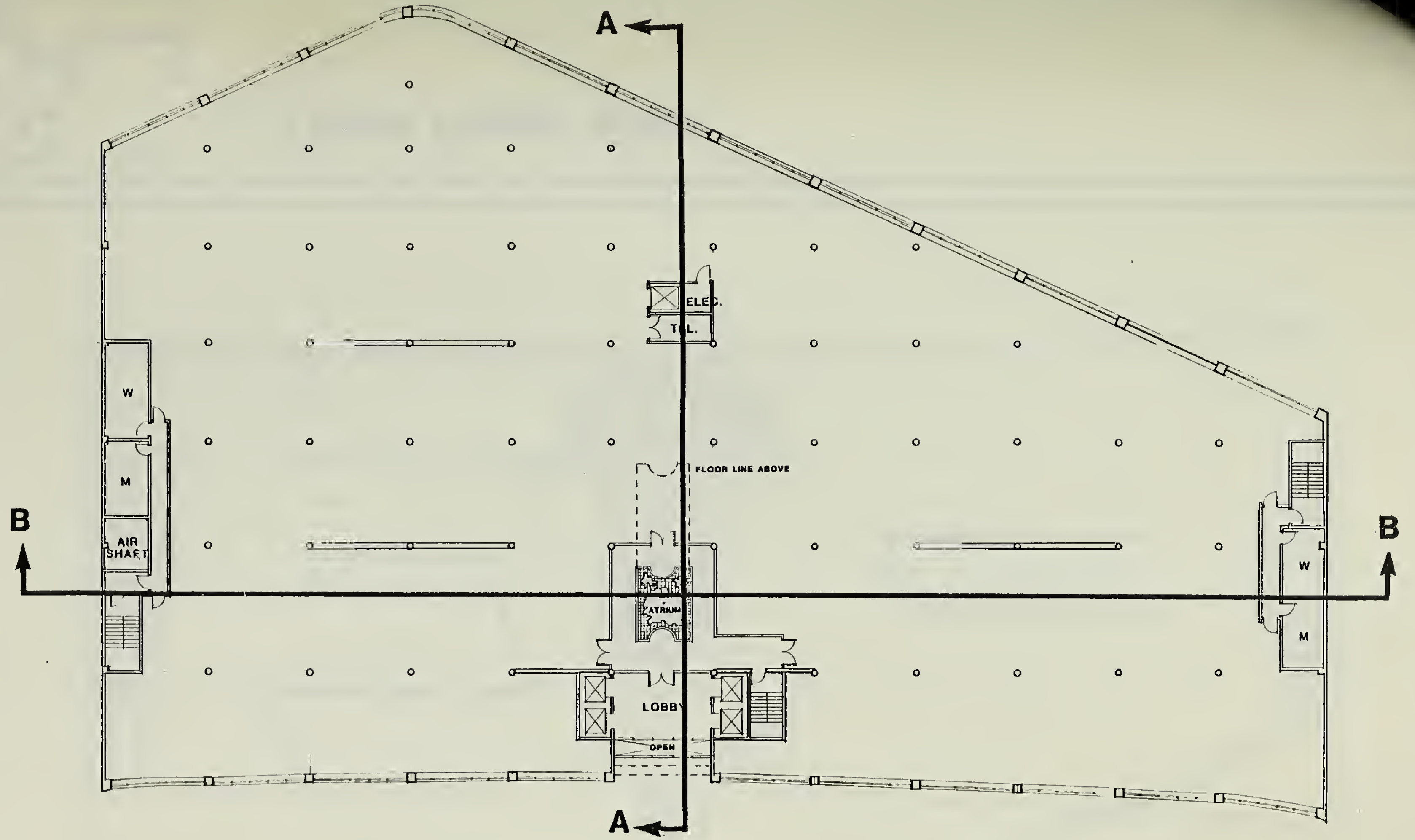


Ground Floor Plan

C- COMPACT CARS

Figure No. 3

Source: Kaplan/McLaughlin



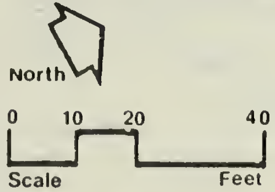


Figure No. 4

Second Floor Plan

See Figure 9 for Building Cross Section/Longitudinal

Source: Kaplan/McLaughlin/Diaz

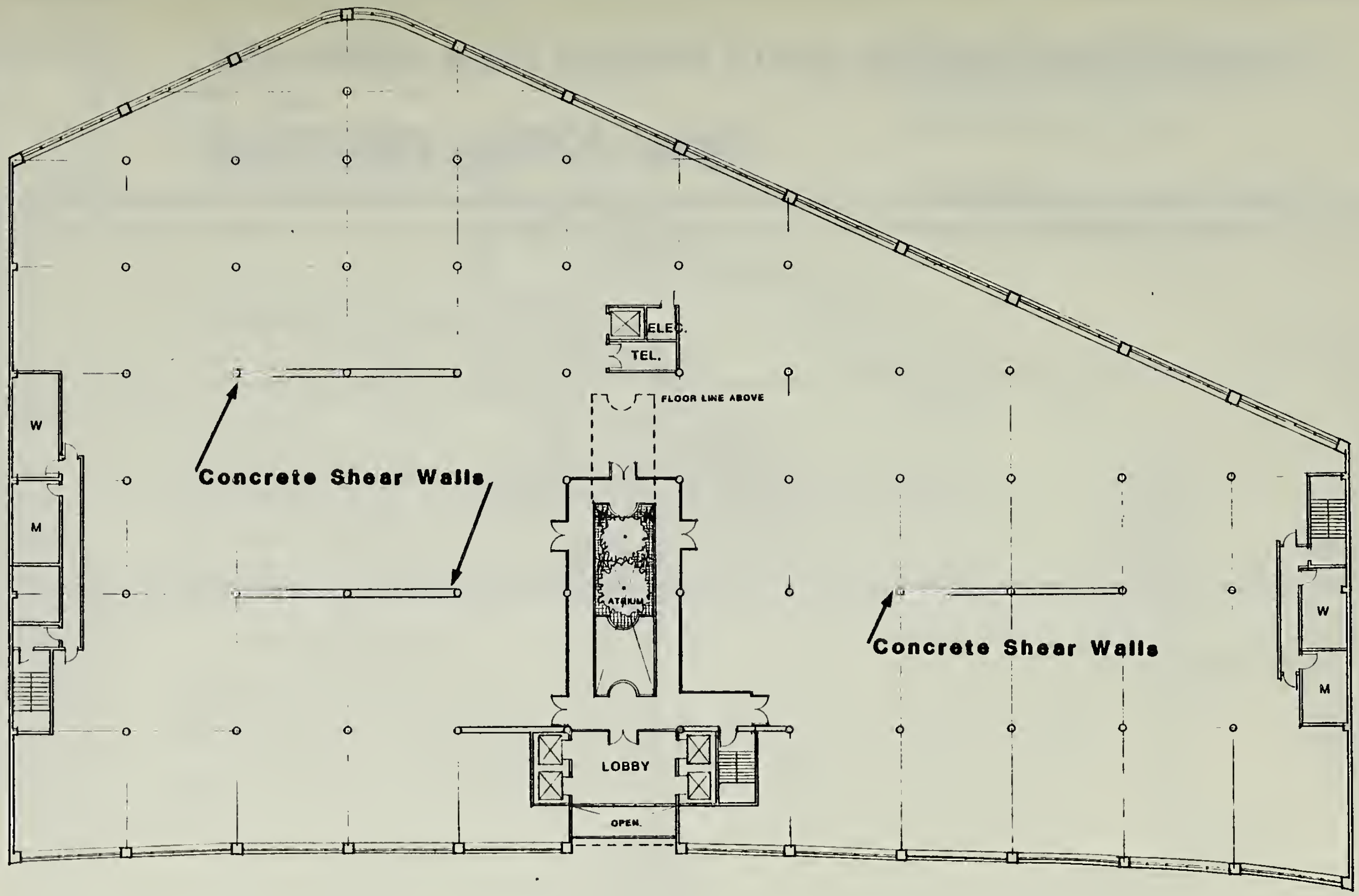
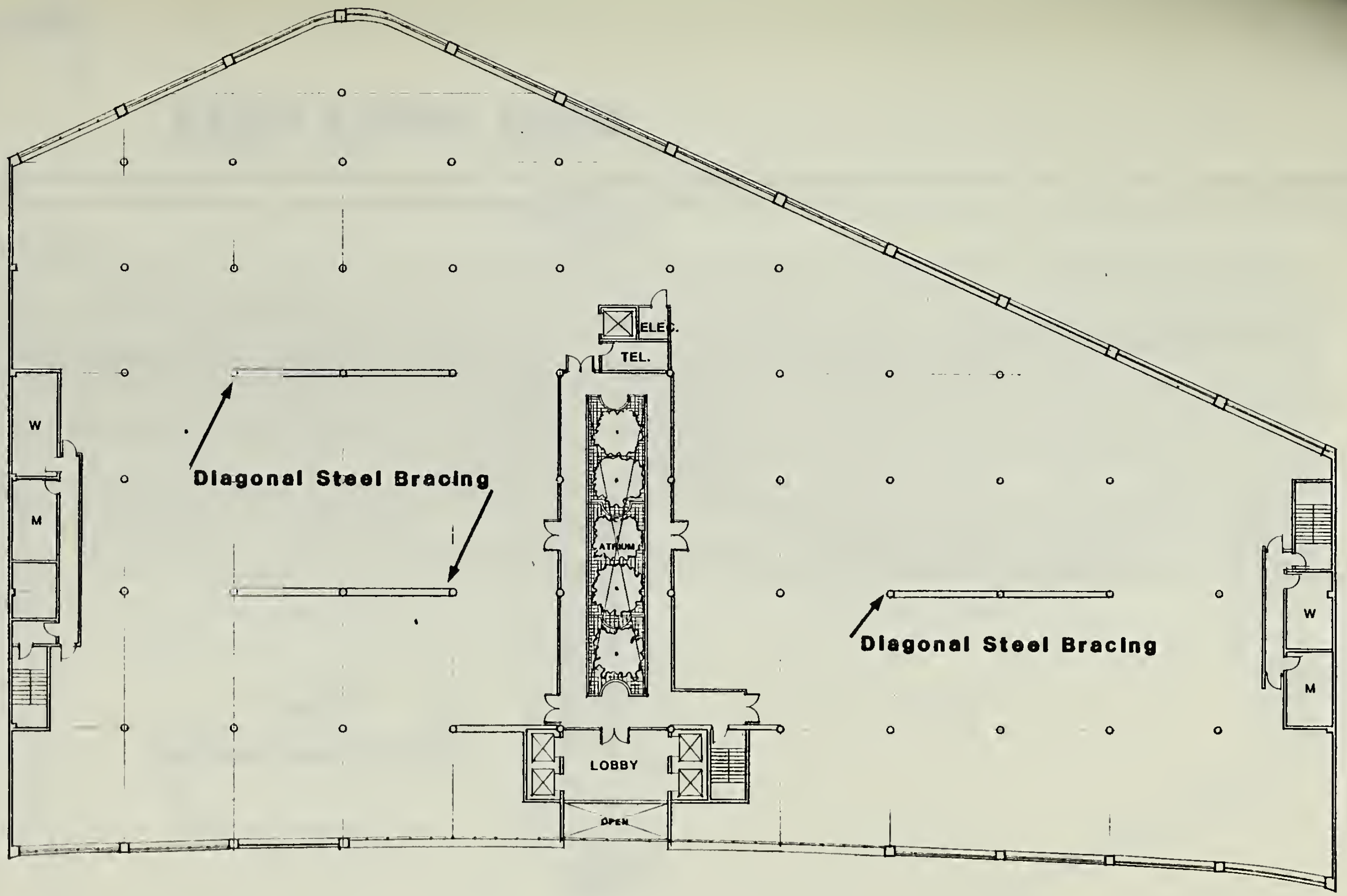


Figure No. 5

Third Floor Plan

Source: Kaplan/McLaughli



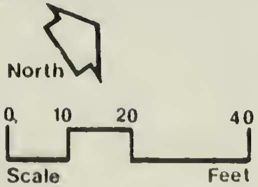
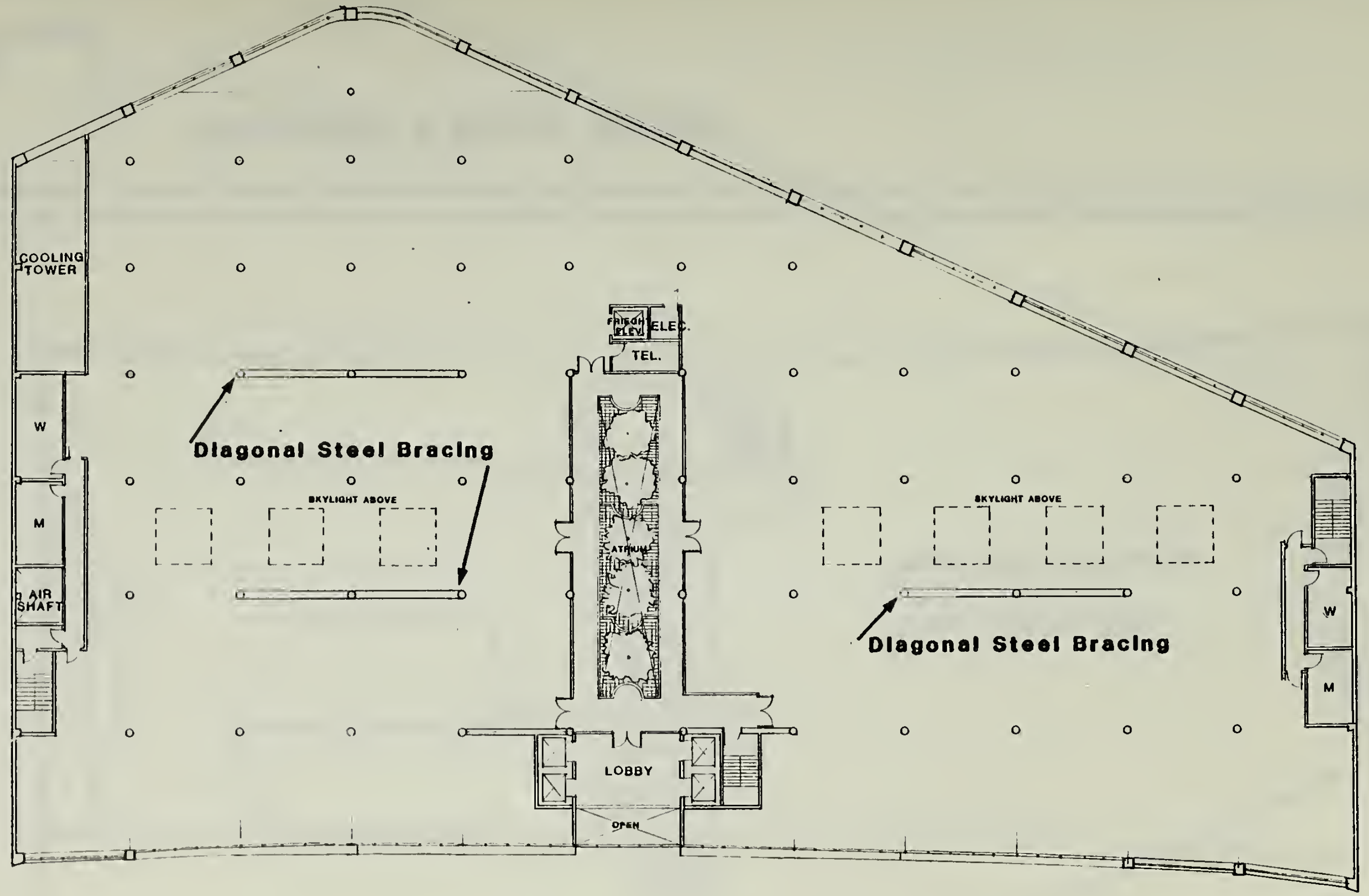
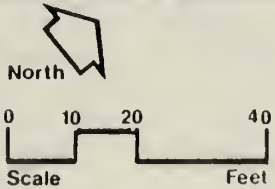


Figure No. 6

Fourth Floor Plan

Source: Kaplan/McLaughlin/Diaz

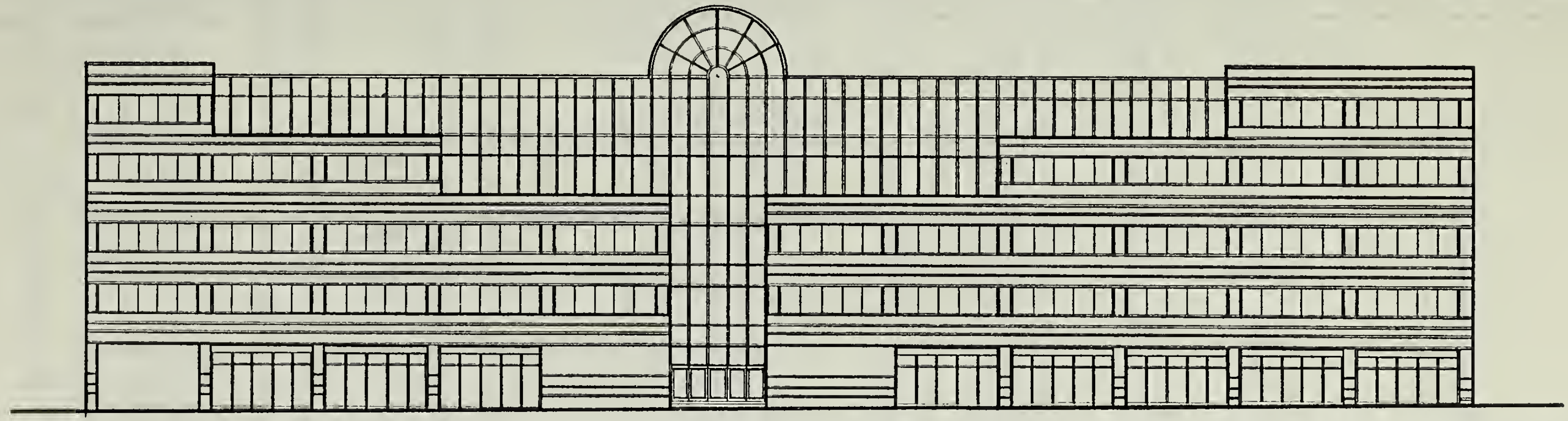


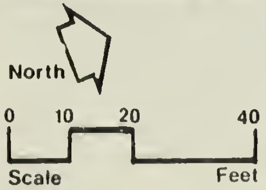


Fifth Floor Plan

Figure No. 7

Source: Kaplan/McLaugh

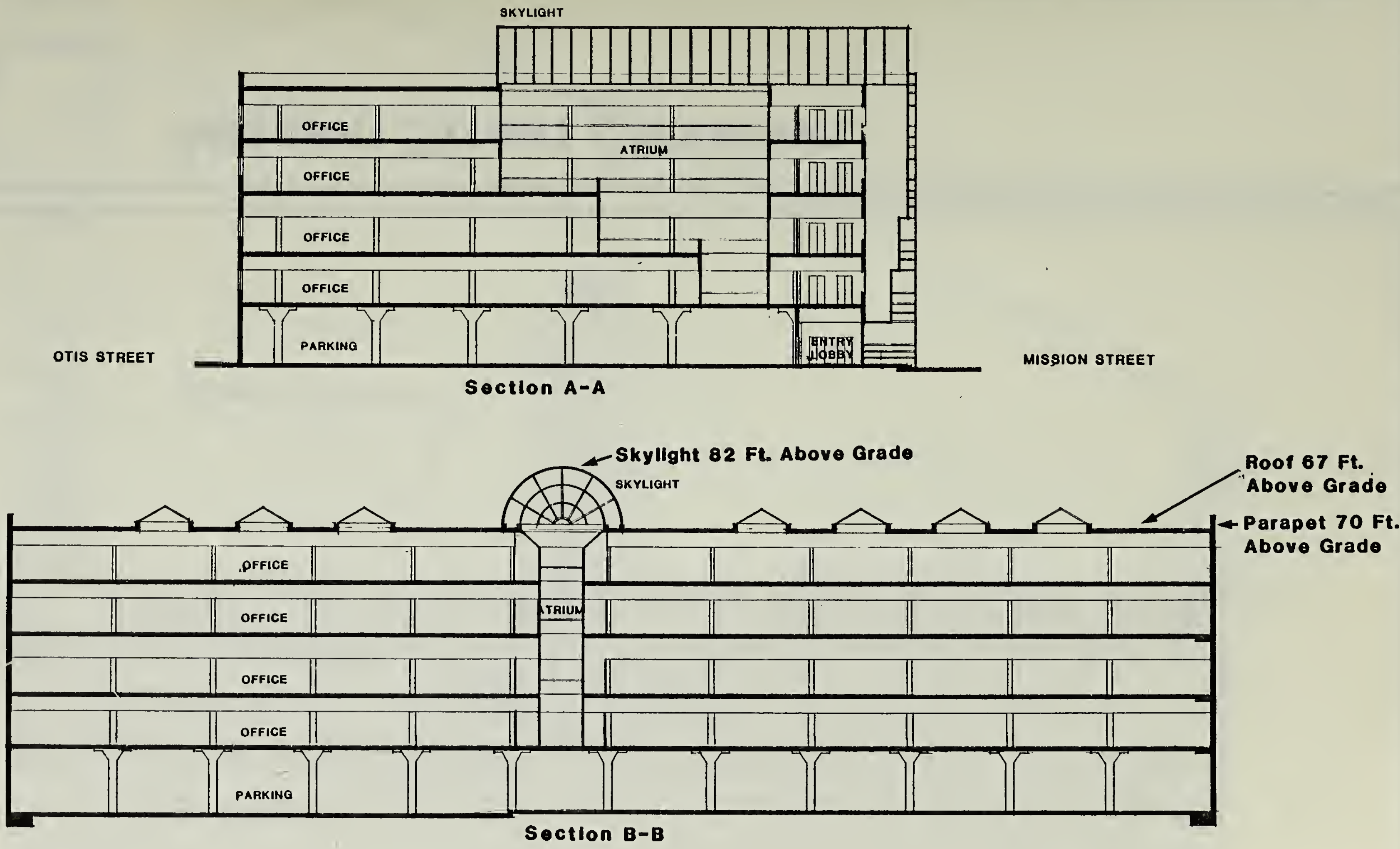




Mission Street Elevation

Figure No. 8

Source: Kaplan/McLaughlin/Diaz



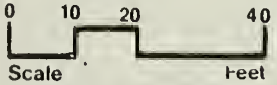


Figure No. 9

Building Cross Section/Longitudinal

See Figure 4 for Cross Section/Longitudinal Lines

Source: Kaplan/McLaugh

II. POTENTIAL ENVIRONMENTAL EFFECTS

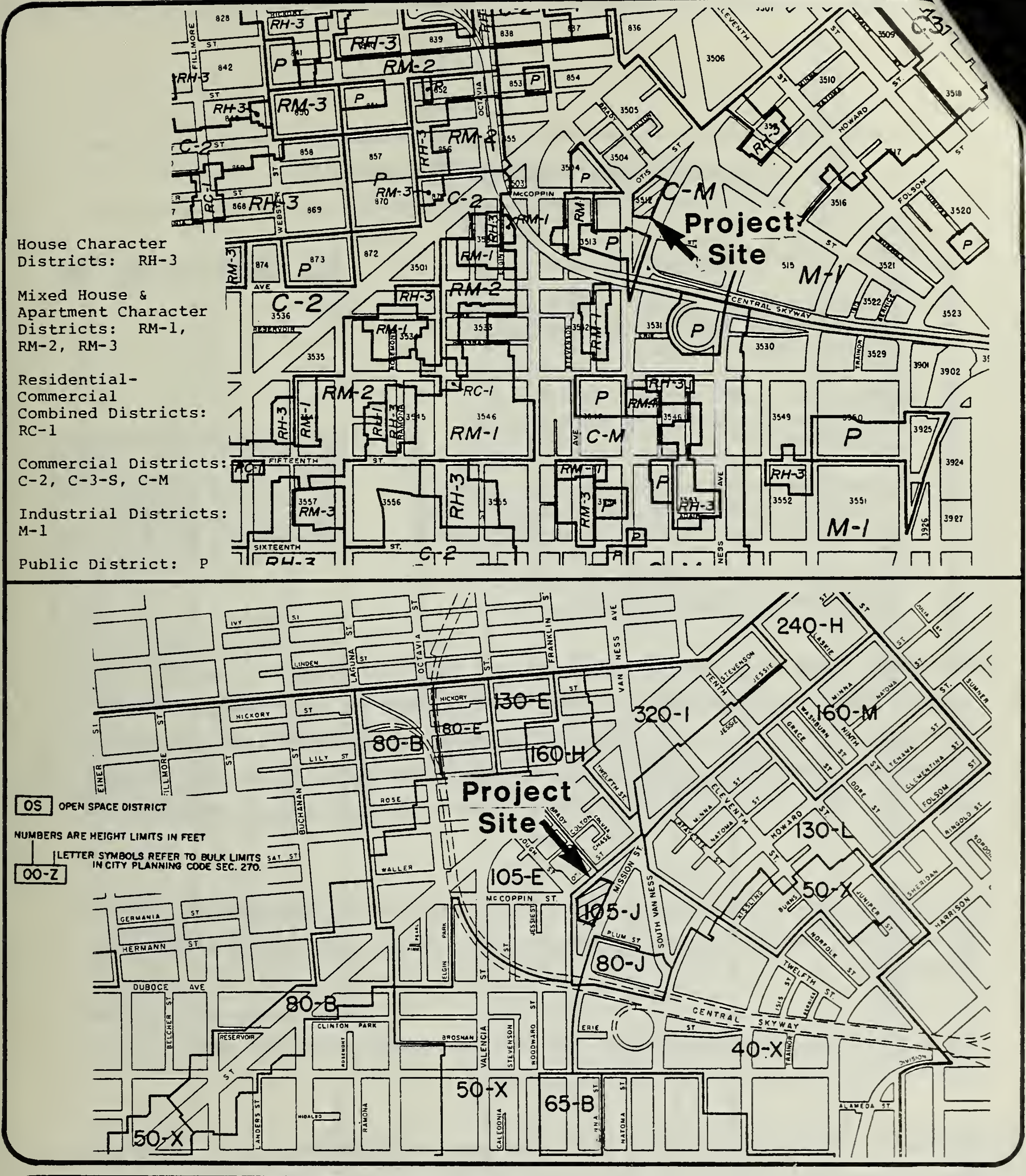
A. GENERAL CONSIDERATIONS:	Yes	Maybe	No	N/A	Disc.
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?			X		X
2. Would the project require a variance, or other special authorization under the City Planning Code?	X				X
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?			X		
4. Would the project conflict with adopted environmental plans and goals?			X		

The project would be in general conformity with the City's Comprehensive Plan. The proposed project would generally conform to the Policies and Objectives of the Urban Design Plan particularly the relationship of heights of the proposed project and adjacent development. Although the proposed structure would be taller and larger than other buildings on the same block, it would be lower than buildings on the next block, southwest of the site.

The proposed project would address Objectives 1 and 8 of the Commerce and Industry Element which seeks to maintain and enhance City-wide and community-based economic development.

The proposed site is in a commercial district (C-M, Heavy Commercial; see Figure 10, page 12) where offices are a principal permitted use.

The zoning for the site permits a basic floor area ratio (FAR) of 9 to 1. Thus, the allowable gross floor area for the site would be 414,000 square feet. The proposed project would be approximately 213,000 gross square feet; FAR would be 3.7 to 1. The height and bulk district for the site is 105-J (see Figure 10, page 12).


House Character Districts: RH-3
Mixed House & Apartment Character Districts: RM-1, RM-2, RM-3
Residential-Commercial Combined Districts: RC-1
Commercial Districts: C-2, C-3-S, C-M
Industrial Districts: M-1
Public District: P
Project Site
CENTRAL SKYWAY
OS OPEN SPACE DISTRICT
NUMBERS ARE HEIGHT LIMITS IN FEET
LETTER SYMBOLS REFER TO BULK LIMITS IN CITY PLANNING CODE SEC. 270.
00-Z
240-H
320-I
160-M
130-E
80-E
80-B
160-H
105-E
105-J
80-J
130-L
50-X
40-X
65-B
Project Site

Existing Zoning/Height and Bulk District

0 200 400 800
Scale Feet

North

Figure No.10

Structures within this district may not exceed 105 feet in height and above the height of 40 feet must conform to bulk requirements of a maximum length of 250 feet and a maximum diagonal dimension of 300 feet. The proposed project would have a height of 70 feet measured from grade to parapet (maximum height of 82 feet at the skylight see Figure 9, page 10). In extending the exterior walls of the existing building upward, it would have a maximum length of 293 feet and a maximum diagonal dimension of 335 feet.

The project site, at 42,700 square feet, would qualify the project to be reviewed as a Planned Unit Development (PUD) which, with a Conditional Use Authorization could allow for a reduction in the number of required on-site parking spaces and exceptions to the City Planning Code bulk limitations for the structure.

The Conditional Use Application would be the subject of a public hearing before the City Planning Commission. The project lies within the Downtown Interim Special Review Area and the City Planning Commission, under its discretionary review powers, would review the project's permit application.

B. ENVIRONMENTAL IMPACTS:	Yes	Maybe	No	N/A	Disc.
1. Transportation/Circulation. Would the construction or operation of the project result in:					
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)	X				X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?			X		X
c. Effects on existing parking facilities, or demand for new parking?	X				X
d. Alteration to current patterns of circulation or movement of people and/or goods?	X				X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?			X		X
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?			X		
g. Construction of new public roads?			X		

Street Network

Primary east-west routes in the project area are Fell, Oak, Market and Howard Streets. Van Ness Avenue, Franklin and Gough Streets are important north-south streets (see Figure 2, page 3, for street network details). All of the foregoing streets are designated "Major thoroughfares" in the Transportation Element of the City's Comprehensive Plan.[1]

The project site is served by the one-way couplet of Otis and Mission Streets (Otis is one way westbound and Mission is one-way eastbound). Both Otis and Mission are four lanes in width.

The Transportation Element of the City's Comprehensive Plan designates Van Ness, Market, Eleventh, Mission, and Otis Streets as Transit Arterial Streets, and Transit Preferential Streets.[2]

Regional access to/from the Peninsula and East Bay is available via the Route 101 Freeway. In the project area, freeway ramps are located at Mission Street and South Van Ness Avenue. Access to/from the North Bay would involve the use of surface streets (Van Ness, Franklin and Gough) in the Route 101 corridor.

Traffic counts have been conducted during the evening peak hour (4:15 - 5:15 p.m.) at the Mission-Otis/Van Ness and Mission-Otis/Duboce-Thirteenth intersections.[3] Based upon these volumes, service levels were calculated (calculations are available for review in the Office of Environmental Review, File No. 82.14E) and are outlined in Table 1.

TABLE 1
EXISTING SERVICE LEVELS

Intersection	Service Level
Mission-Otis/Van Ness	B
Mission-Otis/Duboce-13th	A-B

These service levels reflect stable traffic flow conditions. It is recognized, however, that the downtown freeway network is a constraint on regional vehicle access to/from the project area. Both the I-80 and U.S. 101 freeways operate at jammed conditions (service level E-F) during the evening peak hour.[4] (The peak conditions can actually occur over two hours within the 4-7 p.m. period).

Transit Service

The project site is served (within 2,000 feet)[5] by the 20 Muni lines depicted on Figure 11, page 16, and outlined in Table 2, page 17.

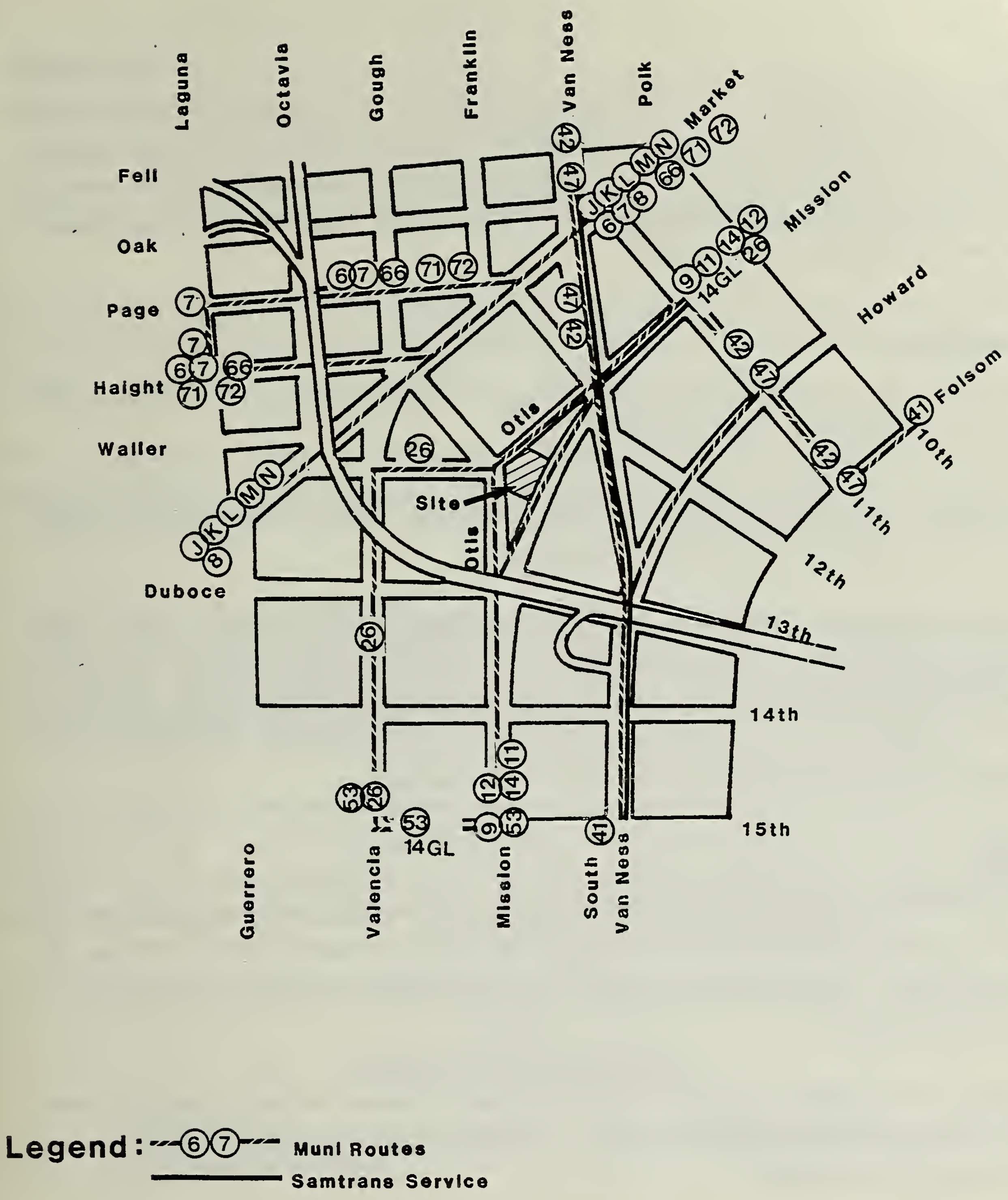
The project area is also served by Samtrans. Samtrans Lines 2S, 5M and 22D link the project area with Daly City and the mid-peninsula.

Although not directly served (within 2,000 feet) by BART, the project site is within 2,500 feet of the 16th/Mission station and 3,000 feet of the Civic Center Station. Access to these stations would be available through walking or connecting service on Muni. Golden Gate Transit's transbay Civic Center routes are also within 3,000 feet and access to this system would similarly involve a longer walk or Muni connection.

Parking

The project site is in an area of limited off-street public parking. As shown on Figure 12, page 18, a total of 12 public off-street parking facilities are located within 2,000 feet of the project site. These facilities contain 914 spaces which were 83% occupied during a mid-day field survey.[6]

Adjacent to the project block, short-term (two-hour) on street parking is available along both the Otis and Mission Street frontages. This parking was observed to be fully utilized during several field reviews.[7]



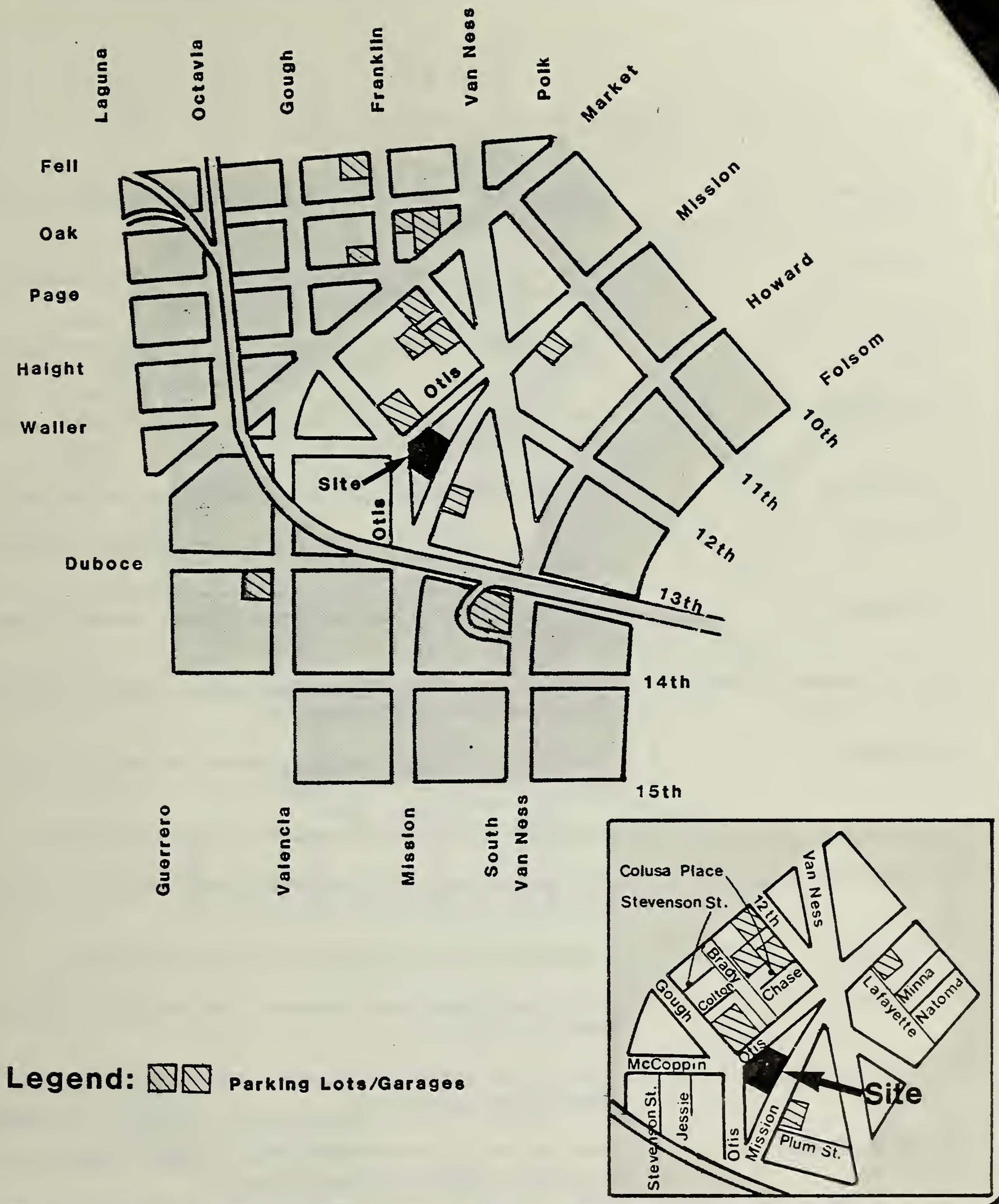
Transit Service in Project Area

Figure No. 11

TABLE 2

MUNI SERVICE IN PROJECT AREA

6 - Parnassus	Links project area with Downtown (and Transbay Terminal) and Sunset District
7 - Haight	Links project area with Downtwn and Haight-Ashbury District, weekdays only
8 - Market	Links project area with Downtown and Castro/Market area
9 - Richland	Links project area with Downtown, Mission and Bernal Heights, weekdays only
11 - Hoffman	Links project area with Downtown and Upper Market area
12 - Ocean	Links project area with Downtown, outer Mission and City College areas
14 - Mission	Links project area with Downtown, Mission, outer Mission and Daly City
14GL - Guerrero Limited	Links project area with Downtown, outer Mission and Daly City, express and limited-stop only
26 - Valencia	Links project area with outer Mission and San Francisco State University
41 - Union	Links project area with Downtown and Western Addition
42 - Downtown Loop	Links project area with Downtown, San Francisco Depot, Civic Center and Fisherman's Wharf
47 - Van Ness	Links project area with South Van Ness and Fort Mason
66 - Quintara	Links project area with Downtown, Haight, U.C. Medical Center and Parkside
71 - Haight-Noriega	Links project area with Downtown, Haight and Sunsent, weekday peak periods only
72 - Haight-Sunset	Links project area with Downtown, Haight, Sunset and Stonestown, weekday peak periods only
J, K, L, M, N Muni METRO	Light-rail service linking Downtown with upper Noe, Sunset, Parkside and Ingleside Districts



Off-Street Public Parking in Project Area

North
No Scale

Figure No.12

Pedestrian/Bicycle Facilites

The project site is served by adjacent sidewalks and crosswalks at the Mission-Otis/Van Ness and Mission-Otis/Duboce intersections. In addition, there is a signalized mid-block crosswalk on Otis Street between Gough and Mission Streets. During both the mid-day and P.M. peak hour periods, the adjacent sidewalks and crosswalks were observed to operate in the open-unimpeded range of pedestrian flow conditions.[8]

The Transportation Element of the City's Comprehensive Plan has designated Market, Polk, Eleventh, Folsom, Howard (Eleventh to Fourteenth), Fourteenth-Fifteenth (Valencia to Folsom) and Valencia Streets as Bicycle Routes in the project area. None of the foregoing routes have been improved (i.e. striped for bicycle lanes) in the vicinity of the proposed project.

Trip Generation

The trip generation has been calculated in Table 3, page 20. Modal split data has been based upon travel surveys conducted as a part of the Civic Center Transportation Systems Management (TSM) Program.[9] This Program surveyed the travel habits of City, State and Federal employees in the Civic Center area. These surveys indicate employee travel modes which are comparable to the downtown rates established by the City. The exceptions to this comparison reflect lower usage of AC Transit and Southern Pacific by employees in the Civic Center area. In addition, a representative of the Bank of America indicates that 50-60% of the current day shift employees at the Market/10th data processing center use public transit.[10] A survey[11] of Civic Center area retail uses suggests that about 15% of the retail customer trips are via auto with the remaining customer trips evenly split between Muni and walking. The modal split of the project's P.M. peak hour travel is outlined on Table 4, page 21.

In comparison, about 8.9 million square feet of office development has been approved in the greater downtown area over the last four years. Presently about 6.3 million square feet of office development is under formal review with the Department of City Planning. This 1986 base case cumulative development would generate about 53,200 peak period commute trips. The 525 trips generated by the proposed Otis/Mission project would add less than 1% to this total. The project and cumulative trip generation is shown on Table 5, page 21.

TABLE 3

PERSON-TRIP GENERATION

Project Component	Daily Trip Rate	Daily Trips	Work Trips/[1] Non-work Trips	P.M. Peak Hour Percent	P.M. Peak Hour Trips
- 119,600 sq. ft. office	17.5/1,000 sq. ft[1]	2,090	1,190/900	20%	415
- 33,000 net sq. ft. computers (33 employees)	3/employee[2]	100	70/30	20%	20
- 6,000 net sq. ft. retail	150/1,000 sq. ft.[3]	900	45/855	10%	90
TOTALS		3,090	1,305/1,785		525

---

[1] Source: Department of City Planning, Guidelines for Environmental Evaluation - Transportation Impacts, June 1980 (revised October 1980).

[2] Source: Estimate by George W. Nickelson, Transportation Engineer for EIP Corporation.

[3] Source: Caltrans District 4, Tenth Progress Report on Trip Ends Generation, July 1975, pages 153, 157 and 189; Institute of Transportation Engineers, Trip Generation, 1979 (not paginated)..

TABLE 4

PERSON-TRIP MODAL SPLIT DURING P.M. PEAK HOUR

Mode	Percent	Trips
Auto (includes drivers and passengers)	34%	180
Muni	29%	150
BART	12%	65
Golden Gate Transit	4%	20
SamTrans	2%	10
AC Transit	2%	10
Southern Pacific	1%	5
Other (walk, bicycle, drop-off)	16%	85
TOTALS	100%	525

TABLE 5

PROJECT AND CUMULATIVE TRIP GENERATION DURING PEAK COMMUTE PERIOD* ** (FOR PROJECTS APPROVED OR UNDER FORMAL REVIEW)

Mode and Distribution	Project	Other Development	Total
Auto	180	18,600	18,780
Muni	150	14,900	15,050
BART	65	7,800	7,865
AC Transit	10	4,300	4,310
SamTrans	10	800	810
Southern Pacific	5	2,200	2,205
Golden Gate Transit	20	2,400	2,420
Ferry	0	800	800
Other	85	1,400	1,485
TOTALS	525	53,200	53,725

---

*Source: Modal split factor for "other development" are contained in Guidelines for Environmental Evaluation - Transportation Impacts, Department of City Planning, San Francisco, June 1980 (revised October 1980).

** Please note this assumes a 1986 base case; no existing on-site trips; and discounts from the analysis projects which are less than 50,000 gross square feet and are outside the northeast quadrant of the city.

Street Network

Assuming an average auto occupancy of 1.4[12] persons per vehicle, the project would add about 130 P.M. peak hour vehicle trips to the street network.

It would be tenuous to project a specific distribution of these trips on the street network. If it is assumed that all of the project traffic passed through the Mission-Otis/Van Ness and Mission-Otis/Duboce-13th intersections, peak hour volumes would increase by less than five percent at each location. Both intersections would continue to operate at service level B.

The proposed project would add minimally to the regional highway network. The following represent 1980 peak-hour volumes on key highways serving downtown San Francisco.

TABLE 6
1980 PEAK-HOUR VOLUMES ON KEY HIGHWAYS

Facility	Peak Hr. Volume*
Highway 101 (south of I-80)	14,900
Highway 101 (Mission to Fell)	5,600
Highway 80 (north of Hwy 101)	17,000
Highway 280 (Mariposa to Brannan)	4,900

---

*Caltrans, 1980 Traffic Volumes, 1981.

Of the project's 130 P.M. peak hour vehicle trips, about 65 (49%) would probably occur on surface street to/from locations in San Francisco.[13] If the remaining 65 trips utilize the regional network, they would add less than 0.2% to the existing volumes.

Regional highways and local streets would, however, be subject to cumulative impacts from other downtown development. As shown on Table 3, page 20, cumulative development would generate about 22,300 P.M. peak hour person-trips via auto. With an average occupancy of 1.4,[14] about 15,900 new P.M. peak hour auto trips would be generated. City research indicates that about 49% of the travel would be within San Francisco and 51% to/from the Peninsula, North Bay and East Bay.[15] If half of the 15,900 cumulative auto trips used the regional network, the volumes in Table 6, page 22, would

increase about 15-20%. The effect of this increase would be an extension of the jammed (service level E-F) conditions currently occurring during the peak hour. These conditions would probably be extended over 3-4 hours (within the 3:00 - 7:00 p.m. period). The project would incorporate a transportation system management (TSM) Program which would encourage transit use by workers and which would reduce the number of project-related vehicles using the freeways and bridges.

It is not anticipated that cumulative downtown development would add measurably to surface street traffic in the immediate vicinity of the Otis/Mission project. Some cumulative traffic growth would occur but the adjacent intersections would operate at stable conditions (service level C or better).

Public Transit

San Francisco Muni

The project would add 150 P.M. peak hour trips to the Muni system. Although it would be tenuous to estimate a specific distribution, it is probable that a majority of these trips would be outbound toward residential areas of San Francisco. Thus, the Otis/Mission project's trips would be added to the heavy outbound travel on Muni lines leaving the downtown.

As shown on Table 7, page 24, the proposed project would add about one percent to the average P.M. peak hour load factors on the 20 lines serving the project area. As a result of cumulative development, however, 16 of the 20 lines would have 1983 load factors appoaching or exceeding 1.00. Since a load factor of 1.0 represents patronage at 150% of the available seats, these lines would be experiencing extreme congestion with all seats occupied and full standee occupancy. A load factor of 1.0 is acceptable by Muni, although it may be uncomfortable to patrons during certain times of the peak period. A load factor of 1.2 would have a bus jammed packed and the driver would not stop to accept additional riders. A load factor of 1.2 exceeds Muni system operating standards. The load factors listed on Table 7 are averages during the P.M. peak hour and certain runs within that hour would have higher load factors.

Muni Plans[16] call for a 10-15% increase in capacity over the next five years. These plans are not sufficiently detailed to identify specific capacity increases on individual lines. Depending upon the allocation of these increases, load factors could be reduced on the

TABLE 7

Muni Patronage Summary
PM Estimated Peak Hour-Outbound Direction

(Muni Lines Within 2,000 Feet - 2-3 Blocks - of Project Site)

		1983 PATRONAGE			LOAD FACTORS		
Line	Existing Patronage*	Without Project**	With Project	Capacity***	Existing	1983 Without Project	1983 With Project
6	500	775	780	675	0.74	1.15	1.16
7	327	505	510	450	0.73	1.12	1.13
8	658	1,020	1,025	1,125	0.59	0.91	0.91
9	531	825	830	750	0.71	1.10	1.11
11	676	1,050	1,055	750	0.90	1.40	1.41
12	487	755	760	525	0.93	1.44	1.45
14	1,214	1,880	1,890	1,275	0.95	1.47	1.48
14GL	253	390	390	300	0.84	1.30	1.30
26	250	390	395	430	0.58	0.91	0.92
41	90	140	140	325	0.28	0.43	0.43
42	230	355	355	300	0.77	1.18	1.18
47	755	1,170	1,175	900	0.84	1.30	1.31
66	186	290	290	375	0.50	0.77	0.77
71	379	585	590	375	1.01	1.56	1.57
72x	276	430	430	300	0.92	1.43	1.43
J	798	1,235	1,245	1,235	0.65	1.00	1.01
K	3,119	4,835	4,865	3,900	0.80	1.24	1.25
L	1,750	2,710	2,730	2,650	0.66	1.02	1.03
M	1,340	2,075	2,090	1,325	1.01	1.57	1.58
N	2,050	3,180	3,200	2,400	0.85	1.33	1.33

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*Capacity, patronage (without project) and load factors (without project) obtained from Guidelines for Environmental Evaluation Transportation Impact, Department of City Planning, San Francisco, June 1980 (revised October 1980). (Also includes projects under construction, approved or under formal review).

**Patronage and load factors (with project) reflect a line by line proportional distribution of the proposed project's estimated Muni patronage.

***The capacity for each line assumes that vehicles will adhere to established schedules. If schedule adherence does not occur (to equipment breakdown or delays) the peak hour capacity would be reduced and load factors would be higher.

lines serving the project site, but a 10-15% improvement would still leave 14 of the 20 lines with load factors approaching or exceeding 1.00.

SamTrans

The SamTrans lines serving the project area have about 500 seats available during the afternoon peak hour. They operate at about 90% of seating capacity, corresponding to peak-hour ridership of about 450 passengers. Assuming a maximum capacity of 125% of available seats, it is estimated that there is a reserve capacity for 175 passengers on these lines.

The patronage from cumulative development would appear to exceed the available reserve capacity of SamTrans. The proposed project would add approximately ten persons to the trips generated by other approved development (see Table 7, page 24). No specific capacity improvements have been cited by the District.

BART

BART staff[17] have provided the following P.M. peak hour operating statistics for outbound trains at their peak load points.

TABLE 8

BART PEAK HOUR OPERATING STATISTICS

OCTOBER-DECEMBER 1981

	East Bay	Daly City
Seats	9,914	6,523
Passengers	14,372	6,558
Average load factor*	1.45	1.01

*BART defines a load factor of 1.00 as all seats occupied with no standees. BART policy calls for a maximum load factor of 1.3.

With heavier ridership during portions of the peak hour, certain peak trains experience load factors which are approximately 10% higher.

Cumulative downtown development would increase BART ridership; the proposed project would add less than 1% to this increase (see Table 5, page 21). It is projected that the East Bay trains would experience average peak hour load factors of 2.0 - 2.1 and higher factors on certain peak trains. BART's short-term (5-year) improvement program calls for an approximate 20% increase in capacity (with added cars and some decrease in headways). These improvements would allow the peak hour load factors to average 1.5-1.6. BART District policy calls for a maximum load factor averaging 1.3 for all trains during the peak hour. BART staff indicate that as load factors have increased, the patronage has spread over longer periods. BART indicates that coordinated work hour schedules would further reduce peak hour loads.

Golden Gate Transit[18]

Golden Gate Transit operates 147 buses out of the downtown area during the afternoon peak hour, about 120 buses on financial district routes and 27 buses on Civic Center routes. On the average, these buses run at about 90-95% of their design capacity level as set by Golden Gate policy (i.e., at seating capacity). Golden Gate Transit allows a maximum (crush) capacity of 59 passengers per bus, corresponding to ten standees, which equates to 8,675 peak hour riders. Current peak hour ridership out of downtown is estimated at 6,620 passengers. On certain peak runs, more than ten standees may be present.

With a maximum capacity of 8,675 peak-hour passengers, the effect of cumulative downtown development would be to raise patronage to about 9,500 pasengers (110% of maximum capacity). The proposed project would add 20 trips (or approximately 0.2%) to the projected ridership (see Table 7, page 24). Because of financial limitations, it would be difficult for the District to increase its capacity to accommodate the increased demand. The District could accommodate increases in Ferry patronage, thereby easing load factors on the buses.

AC Transit. AC Transit operates 200 buses outbound from the Transbay Terminal during the p.m. peak hour.[19] Based on a capacity of 125% of available seating (AC policy accepts 25% standees), a capacity of 12,500 passengers is available. With a current peak hour patronage of 9,000 during this peak hour, the overall capacity reserve is 3,500. The proposed project and cumulative development would generate about 5,200 trips, exceeding the 3,500 person capacity/reserve. The proposed project would represent less than 0.1% of the total peak hour patronage.

Southern Pacific. Current services provides 11 southbound trains with 9,000 seats during the p.m. peak hour.[20] The current load factor (based upon 1 seat per passenger) is 0.83, or approximately 7,470 peak hour passengers. Southern Pacific service will be improved through the addition (within 3-5 years) of approximately 1,200 seats to the southbound peak hour capacity, increasing the total capacity reserve to about 2,730 seats. The addition of 2,700 new peak hour passengers (due to cumulative downtown development) could be accommodated. The project would add 5 peak hour trips or less than 0.1% to the peak hour ridership.

Parking

The proposal project's parking demand has been calculated on the basis of the trip generation and modal split outlined on Tables 3 and 4, pages 20 and 21. The parking demand is calculated as follows:

- 1,305 daily work trips x 37% auto/1.4 persons per auto/2 trip-ends = 172± long-term spaces
- 930 daily non-work office/computer trips x 37% auto/1.4 persons per auto/2 trip-ends/5.7[21] turnovers daily = 22± short-term spaces.
- 855 daily non-work retail trips x 15% auto/1.4 persons per auto/2 trip-ends/5.7 turnovers daily = 8± short-term spaces.

The proposed project would generate a demand for 202 parking spaces and would provide 60% or 120 self park spaces on the ground floor, based upon a compact car to standard car ratio of 60%.[22] The project would be designed to accommodate the installation of hydraulic vehicle lifts which could provide an additional 48 spaces as a second level on the ground floor. Valet parking could handle an additional 21 cars. Therefore the project could provide 189 spaces which is up to 94% of the expected demand or 67% of the City

Planning Code requirement. It is recognized that the actual parking demand would be reduced if auto occupancy were increased. IF for example the project's auto occupancy was 1.9 (similar to commute travel on the San Francisco-Oakland Bay Bridge) the project parking demand would be 157 spaces.

Based upon the San Francisco Planning Code, the project would require (using net area):

- 119,600 sq. ft. office @ 1 space/500 sq. ft. = 239 spaces
- 33,000 sq. ft. computer area @ 1 space/1,000 sq. ft. = 33 spaces
- 6,000 sq. ft. retail @ 1 space/500 sq. ft. = 12 spaces

= 284 spaces

Based upon the City's freight loading guidelines,[23] the project would generate a demand for two freight loading spaces. The project would provide two freight loading spaces in a loading dock fronting Otis Street.

Pedestrian/Bicycle Facilities

The project would generate about 300-350 pedestrian trips during the P.M. peak hour. Distributed onto the sidewalks serving the project site, this volume (plus existing volumes) would result in Open-Unimpeded pedestrian flows.

The project would include bicycle/motorcycle parking within the ground floor parking area.

Construction Impacts

The project construction would take about one year.[24] During this period construction activity could encroach on to the sidewalk and curb parking areas, temporarily disrupting pedestrian travel and removing curb parking adjacent to the site. An average of 50-75 construction employees would seek parking in the project area, raising the overall parking occupancy to about 88-90% (a maximum of 10-15 trucks). The projects truck activity could disrupt through traffic on Otis and Mission Streets.

Footnotes: Transportation/Circulation

[1] Major thoroughfare is defined as ". . . a cross-town thoroughfare whose primary function is to link districts within the City and to distribute traffic from and to the freeways, a route generally of city-wide significance . . ."

Transit Preferential Street is defined as an important street for transit operations where interference with transit vehicles by other traffic should be minimized; Transit Arterial Streets defined as routes of major arterial transit lines, Transportation Element of the CCSF Comprehensive Plan.

[3] Counts conducted by EIP Corporation on December 10, 1981.

[4] Scott MacCalden, Senior Engineer, Highway Operations Branch, Caltrans, telephone communication, December 28, 1981.

[5] The 2000 foot distance is specified in the document Guidelines for Environmental Evaluation - Transportation Impacts, published by DCP in June 1980 (revised October 1980).

[6] Field survey conducted by EIP Corporation on February 23, 1982.

[7] Ibid, December 10, 1981 and February 19, 1982.

[8] Field survey conducted by EIP Corporation on December 10, 1981 and February 19, 1982.

[9] San Francisco Department of City Planning, Civic Center Transportation Systems Management Program - Final Report, San Francisco, November, 1981.

[10] Bob Crespi, Employment office, Bank of America, telephone communication, December 21, 1981. The 1975 EIR for the Bank of America Data Center estimated 50-55% of the existing employees used non-auto travel modes: Final EIR Bank of America Data Center, EE 74.128, page 139.

[11] Survey conducted by EIP Corporation on April 3, 1982 on file at OER, 45 Hyde Street.

[12] San Francisco Department of City Planning, FEIR Five Fremont Center, San Francisco, Certified March 12, 1981, p. 113b.

[13] San Francisco Department of City Planning, Guidelines for Environmental Evaluation-Transportation Impacts, June 1980, revised October 1980.

[14] San Francisco Department of City Planning, FEIR Five Fremont Center, San Francisco, Certified March 12, 1981, p. 113b.

[15] Caltrans, 1980 Traffic Volumes, 1981.

[16] San Francisco Municipal Railway, 1981-86 Muni 5-Year Plan, May 15, 1981, pp. 2-249 through 2-252.

[17] Ward Belding, Planner, BART, telephone conversation, May 10, 1982.

[18] Alan Zahradnik, Planner, Golden Gate Transit, telephone communication, April 13, 1982.

[19] Gene Gardner, AC Planning Staff, telephone conversation, 27 March 1981.

[20] Cecil Smith, Caltrans, telephone conversation, 27 April 1981.

[21] National Cooperative Highway Research Program, Urban Travel Patterns for Hospitals, Universities, Office Buildings and Capitals, Report No. 62, 1969.

[22] Robert Passmore, Suzanna Montana, Department of City Planning, personal communication, April 12, 1982.

[23] Guidelines adopted by San Francisco Planning Commission on January 21, 1982, described in Resolution No. 9286; guidelines based on findings in the San Francisco Center City Pedestrian Circulation and Goods Movement Study, September 1980, Wilbur Smith and Associates.

[24] David Asano, Project Architect, Kaplan McLaughlin and Diaz, telephone conversation, March 1, 1982.

	Yes	Maybe	No	N/A	Disc.
2. Population/Employment/Housing: Would the proposed project:					
a. Alter the density of the area population?	X				X
b. Have a growth-inducing effect?		X			X
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?			X		
d. Create or eliminate jobs during construction and operation and maintenance of the project?	X				X
e. Create an additional demand for housing in San Francisco?	X				X

The project would provide permanent employment for 15 retail workers, about 576 office workers and about 36 computer-related employees. There are currently no employees on the site. The project would create growth in employment and consequently can be expected to induce demand for housing in the city. Secondary employment would be generated off-site through direct and indirect multiplier effects. During construction approximately 90 person-years of employment would be created. The project would be expected to directly generate demand for from 128 to 152 housing units in San Francisco. The housing demand calculation assumes a range of workers per gross square feet of office space. The computer-related office space may have a lower ratio of employees per square feet of office space than would primary office space, although the specific ratio cannot be determined at this time. The project sponsor would conduct a post-occupancy survey in accordance with methodology approved by the Department of City Planning. This survey would identify the ratio of workers per square foot of computer related office space.

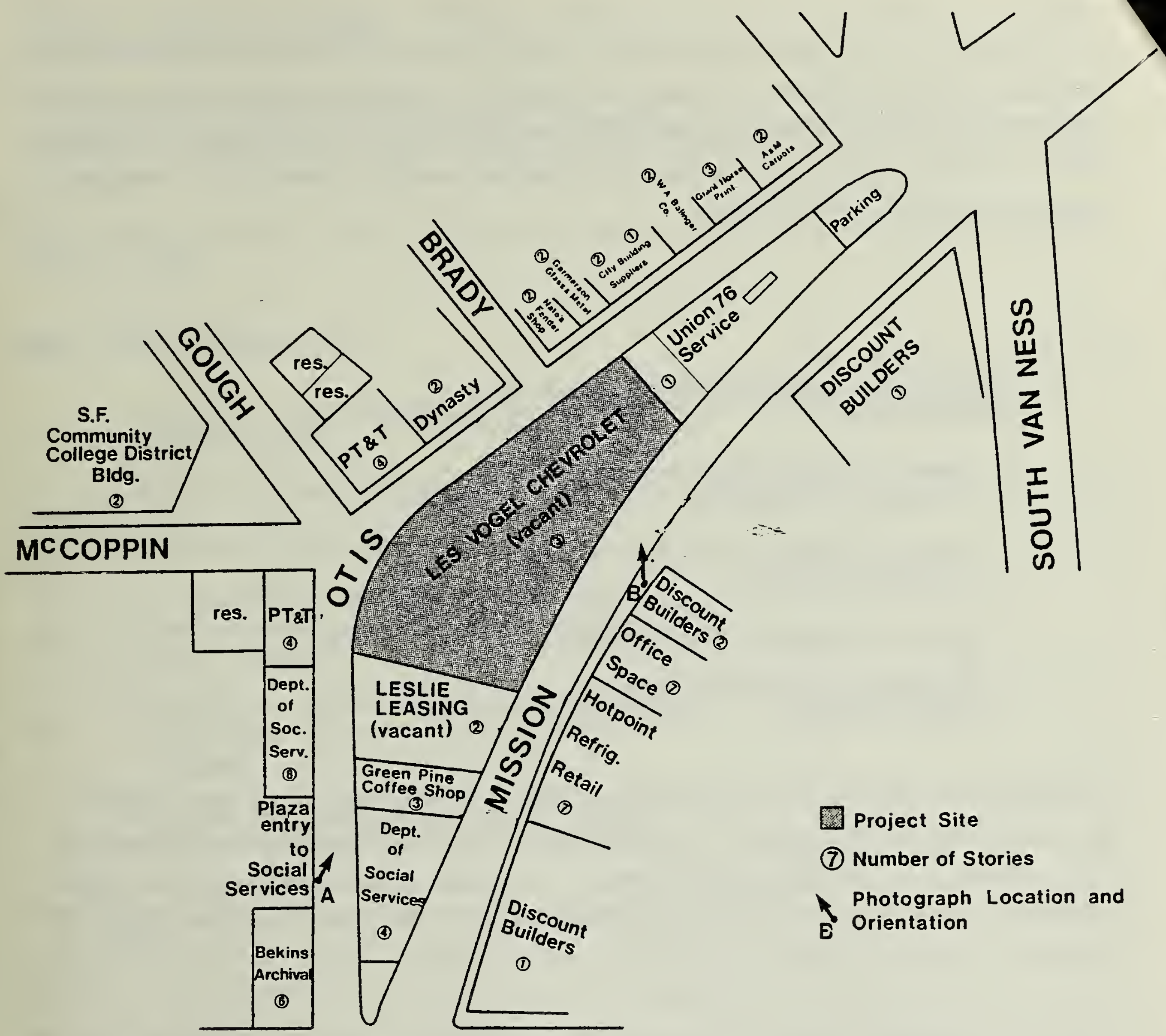
It is expected that the lower range would be about one worker per 1,000 square feet of computer-related office space. If this were found to be the case, the project could be expected to generate a demand for about 128 dwelling units. If the ratio were found to be similar to that of primary office space, the project would be expected to generate a demand for about 152 dwelling units.

	Yes	Maybe	No	N/A	Disc.
3. Visual Quality and Urban Design. Would the proposed project:					
a. Obstruct or degrade any scenic view or vista open to the public?			X		
b. Reduce or obstruct views from adjacent or nearby buildings?		X			X
c. Create a negative aesthetic effect?			X		X
d. Generate light or glare affecting other properties?			X		X

The proposed project site is an area south of Market Street that has not been subject to new construction in recent years. The existing Les Vogel building occupies the largest lot in the middle of a triangular-shaped block. It covers more ground than any other structure in the area, and thus it is visually significant at the street level (see Figure 13, page 32).

Buildings in the project area are typically 1 to 4 stories high with the exception of one eight-story brick office building on Otis Street, and a seven-story office building opposite the site on Mission Street. Like other older districts that have not been renovated, a variety of architectural styles can be seen in the project area (see Figure 14A and B, page 33).

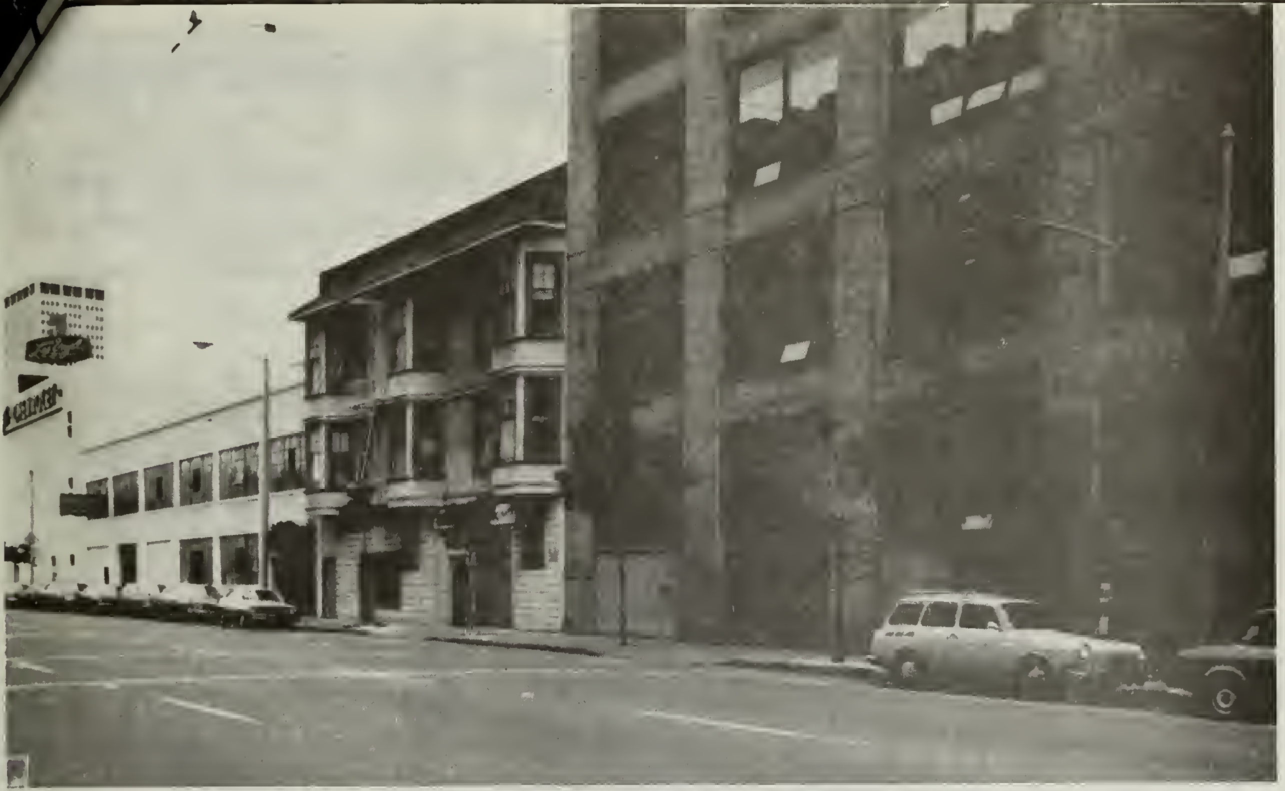
Most of the buildings contain retail space at the street level with office or warehouse uses above. Several wooden residential buildings are located on McCoppen and Gough Streets near the site. Adjacent to the project site are a Spanish style Union Oil "76" station on the north side and a vacant five-story stucco building on the south side. A parking lot occupies a large portion of the block adjacent to the site on Mission Street.



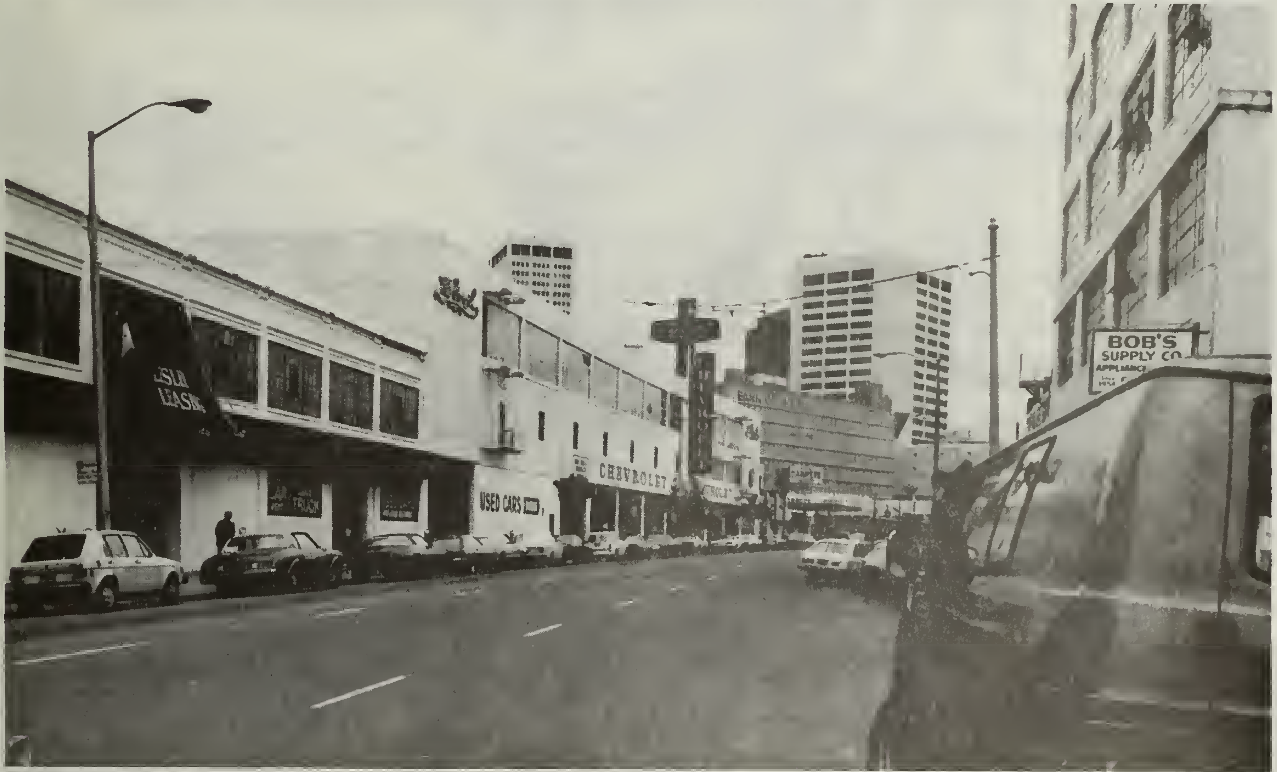
Existing Site Area

(Showing Photograph Orientations)

Figure No.13



A View of existing structures south of project on Otis Street.



B View of project site looking north along Mission Street.

Project Area Photographs

Figure No.14

Building colors and materials in the area are as varied as the architectural styles. Most of the 1 to 3-story commercial buildings have a light colored stucco finish. The houses, as well as one or two commercial buildings, are wood and are painted a variety of colors. The remaining buildings near the site are brick. This mix of building styles, colors, and heights does not create a unified architectural design theme in the area.

Landscaping on Otis and Mission in addition to Gough and McCoppin Streets consists of small (12'-15' high) street trees planted at 20' intervals. Locations of the trees are not integrated with either sidewalk or building design.

The project site is visible when approached from Otis Street because of its prominent location at the bend in the triangular block. The site is visible from the freeway as it passes over Mission and Otis Streets and again as it crosses McCoppin and Gough Streets. When viewed from the intersection of Van Ness and Otis Streets, the existing Les Vogel building is visually prominent as a large white structure behind the Union Oil Station.

The building is less prominent when approached along Mission Street since it is seen against the background of modern, highrise buildings in the Financial District.

The proposed renovation of the Les Vogel building which would add two stories to the existing structure would not obstruct views from 1 to 3-story buildings near the site. The addition of two floors, however, would interfere with views from the 4th and 5th floors of the eight-story Department of Social Services building on Otis Street and a seven-story office building on Mission Street. The building would have a textured concrete finish. Office windows would have tinted glass.

Major pedestrian access to the building would be on Mission Street which would have five or six retail shops and an entry to the elevator lobby serving the offices. Garage doors on both Otis and Mission Streets would provide access to the parking garage. In addition, a loading dock would be provided on Otis Street.

A principal architectural feature of the building would be the extensive use of glass on the Mission Street side. Nearly one-half of the fourth floor and three-quarters of the 5th floor would be enclosed by a glass wall centered over the main door (see Figure 15, page 35). The glass would provide light to an interior atrium which would begin in the elevator

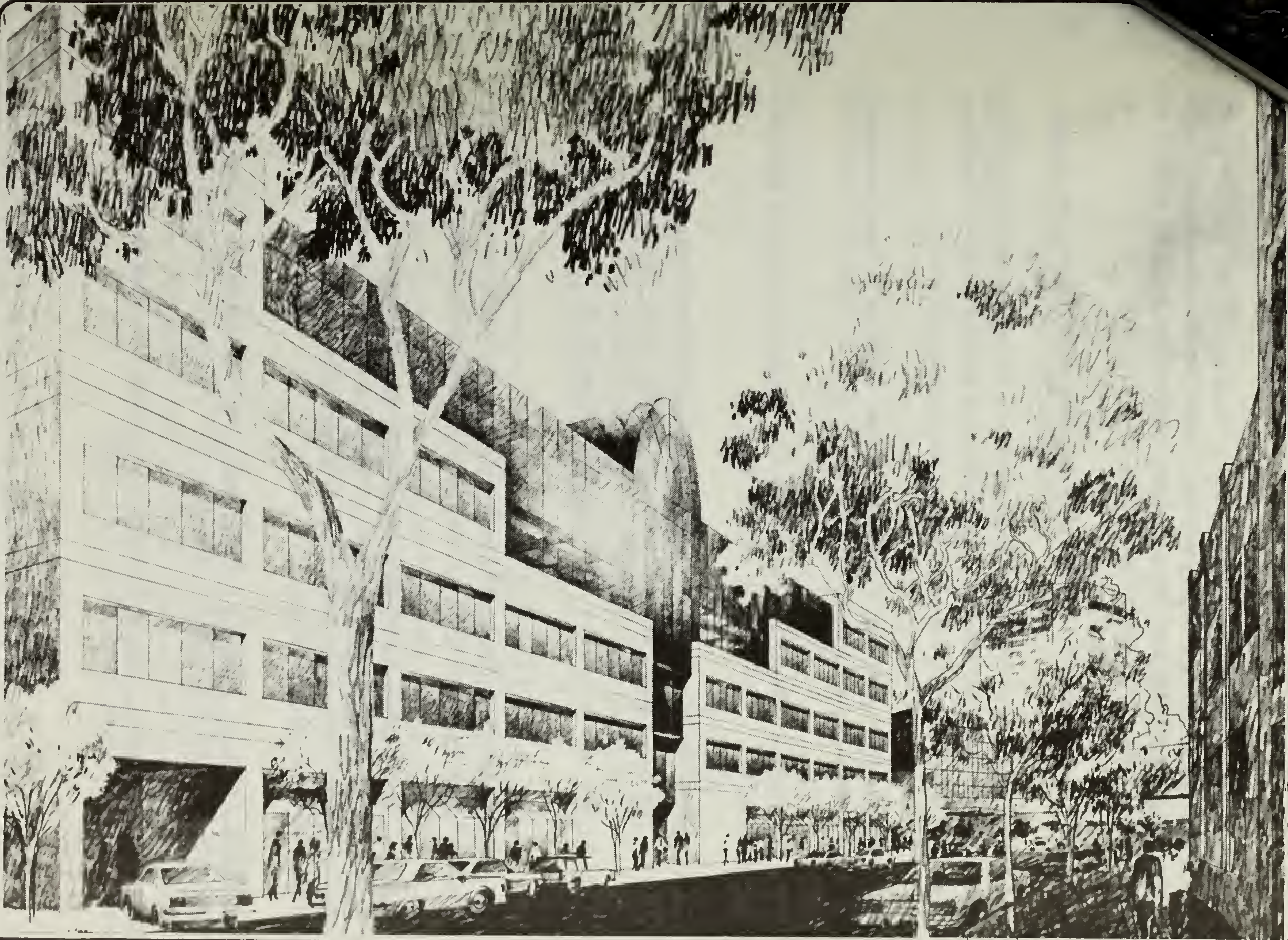


Figure No. 15 **Perspective of Proposed Project**

lobby and continue to the 5th floor. A cylindrical skylight for the atrium would project a full story above the 5th floor roof. Such extensive use of glass on the upper levels of the Mission Street facade would lessen the apparent bulk of the building.

The Otis Street facade would be treated in a fashion similar to the Mission Street facade.

The following policies, from the Urban Design Element of the San Francisco Master Plan, relate to the Van Ness Plaza proposal. These policies are intended to serve as guidelines for new development to prevent severe impacts to the physical environment.

Conservation Policy 5: Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.[1]

Conservation Policy 6: "Respect the character of older development nearby in the design of new buildings."[1]

The proposed renovation is designed to blend with the concrete structure of the existing Les Vogel building. Extensive use of tinted glass, especially on the Mission Street side, would be a distinctively modern feature, but would not replace the existing structure. Parking and retail uses at the ground floor would be consistent with other buildings in the area.

Major New Development Policy 6: "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."[2]

The mass of the proposed five-story structure would be visually consistent with existing 4 to 8-story office buildings on adjacent blocks. Treatment of the Otis Street facade would lessen the apparent bulk of the building to pedestrians and and persons approaching the site from Gough and McCoppin Streets.

City Pattern Policy 3: "Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts."[3]

Major New Development Policy 9: "Encourage a continuing awareness of the long-term effects of growth upon the physical form of the City."[4]

When seen from such vantage points as the freeway and highrise buildings, the proposed renovation would be similar in height, color and style to other structures near the site. The proposal would, therefore, be consistent with the existing character of the project area.

Footnotes: Visual Quality and Urban Design

[1] Urban Design Plan, page 25.

[2] Ibid, page 37.

[3] Urban Design Plan, page 10.

[4] Ibid, page 40.

	Yes	Maybe	No	N/A	Disc.
4. Land Use. Would the proposed projects:					
a. Be different from surrounding land uses?	_	_	X	_	X
b. Disrupt or divide the physical arrangement of an established community?	_	_	X	_	X

The proposed project is located in the northeastern portion of the Mission District. The project site contains the vacant three-story Les Vogel building, which was formerly a car showroom. The structure would be renovated and two additional floors would be constructed to provide the proposed five-story office building. Immediately north of the site is a service station containing a one-story mechanics garage and a surface parking lot. South of the project are the two-story vacant Leslie Leasing building, a three-story building (residential and commercial) and the four-story Department of Social Services building.

Two projects in the vicinity of the proposed project are seeking variances to off-street parking requirements. A project at 1663-1665 Mission Street, adjacent to the proposed project, is seeking an off-street parking variance associated with the conversion of part of the second floor to office use. The California Medical Association is seeking an off-street

parking variance for their proposed project at 44 Gough Street. The variance would allo conversion of existing buildings to approximately 30,000 square feet office space without provision for the required parking spaces.

Primary land uses adjacent to the project are building supply stores and offices (PT&T and Department of Social Services). Structures along Otis and Mission Streets range from 1 to 8 stories (see Figure 14, page 33).

The project is located one block south of Market Street, five blocks south of Civic Center, nine blocks northeast of Dolores Park and one-half block north of the Central Skyway.

The project, named Van Ness Plaza by the project sponsor, would add approximately 6,000 net square feet of retail space and 152,600 net square feet of office and computer space to the project area.

5. Utilities and Public Services. Would the proposed project:	Yes	Maybe	No	N/A	Disc.
a. Have an effect upon, or result in a need for, new or altered governmental services in any of the following?			X		X
fire protection			X		X
police protection			X		X
schools			X		
parks or other recreational facilities			X		
maintenance of public facilities			X		
power or natural gas			X		X
communications systems			X		X
water			X		X
sewer/storm water drainage			X		X
solid waste collection and disposal			X		X

The proposed development would increase the building area on the site and the number of persons using the project area and may increase the fire hazard. The project would, however, incorporate more extensive fire protection measures than most existing buildings in the area to comply with the more stringent code standards now in effect. Fire Department Stations 1, 7 and 36 would serve the site with emergency response times of 3 to 4 minutes. Water for fire fighting is adequate and would be available from both

the domestic and high pressure water systems existing on Otis and Mission Streets. The project would not require additional fire department personnel or equipment unless a major fire or disaster occurred. An increase in services demand could be anticipated when reviewed on a cumulative basis because of the increased population projected for this and other projects in the area.[1] No additional Fire Department personnel or equipment would be required at this time, or in the near future due to the cumulative demand for service.[1]

The proposed Van Ness Plaza would increase population and property on the site, which could increase the opportunity for crime. The site is within the Police Department's Southern District's reporting area 522. Total incidents reported in 1981 was 993; the most frequent crime reported was grand theft. It is unknown at this time the type of crime that would increase due to the project. Appropriate mitigation measures (alarms, adequate lighting in entry ways, etc.) would be incorporated into the project. Additional personnel or equipment would not be required by the police department for the project; however, cumulative growth in the area could increase the demand for police services.[2]

There would be a net increase in the consumption of energy generated by the proposed development. The project would require additional transformers to be located under the sidewalk on Otis or Mission to provide an uninterrupted power source (U.P.S.) for the computers, which are generally in operation 24 hours a day and are very sensitive to power loss.[3] PG&E does not anticipate difficulty in providing the required amount of natural gas or electricity to the project.[3]

There would be an increase in demand for communication systems generated by the proposed office building. The project would require existing facilities located in Spear and Otis Streets. PT&T does not anticipate difficulty in providing this service.[4]

The development would result in water consumption at the site of approximately 10,000 gallons per day (gpd). There are eight-inch water mains on Otis and Mission Streets. These are of adequate size to serve the demands of the project and the San Francisco Water Department does not anticipate any problems in the supply of water.[5]

The amount of wastewater generated would be about the same as water consumed. Ther are three-foot by five-foot brick sewers on both Otis and Mission Streets which would be adequate to handle the increased flows. It is not anticipated that the City would have any difficulties in providing services to the site.[6]

The proposed project would generate about 1,700 pounds of solid waste per work day. A high proportion (40 to 60%) of the waste generated would be recyclable high grade bond paper and computer cards or print outs.[7] The Sunset Scavenger Disposal Company would remove solid waste and does not anticipate problems in meeting the demand generated by the project.[8] The project sponsor would provide space for collection of recycled paper.

Footnotes: Utilities and Public Services

[1] Edward R. Murphy, Assistant Chief, Support Services, San Francisco Fire Department, personal communication, February 25, 1982, April 20, 1982.

[2] Paul J. Libert, Sergeant, Crime Analysis Unit, San Francisco Police Department, personal communication, March 2, 1982.

[3] Jerry Tyson, Marketing Representative, Marketing Division, Pacific Gas and Electric, telephone conversation, March 1, 1982.

[4] W.J. McDevitt, BIC Engineer, Pacific Telephone, letter, March 18, 1982.

[5] Nat Lee, Engineering Associate, San Francisco Clean Water Program, telephone conversation, March 1, 1982.

[6] Cy Wentworth, Water Estimation, San Francisco Water Department, telephone conversation, March 1, 1982.

[7] David Cohen, Special Projects, Chief Administrator's Office, telephone conversation, January 14, 1982.

[8] Andy Varni, Service Manager, Sunset Scavenger Company, telephone conversation, March 2, 1982.

6. Noise

	Yes	Maybe	No	N/A	Disc.
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (during construction)	X				X
b. Would existing noise levels impact the proposed use?			X		X
c. Are Title 25 Noise Insulation Standards applicable?			X		

The Transportation Noise Element of the San Francisco Comprehensive Plan contains guidelines for determining the compatibility of various land uses with outdoor noise environments. Office buildings are considered to be satisfactory with no special noise insulation requirements in an outdoor environment of up to an Ldn of 70 dBA. In noise

environments of up to an 75 dBA, new construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features included in design. Above an Ldn of 75 dBA, new construction or development should generally be discouraged. Since the Noise Element contains noise contour maps indicating that the noise to which the proposed project would be exposed is Ldn 75 dBA, a detailed analysis of noise reduction requirements would be made, and needed noise insulation features would be included in the design.

Post-construction operation of the proposed project could affect the existing acoustic environment in the area in two ways: by generating additional traffic in the vicinity, contributing to an increase in overall traffic noise levels; and by adding to the noise environment the sounds of mechanical equipment associated with the building.

Traffic generated by the building during daytime hours would cause noise levels to increase by less than one dBA on any of the adjacent streets. A one dBA increase in environmental noise is undetectable to humans except in a laboratory situation.

The amount of noise that can be emitted by this equipment, however, is regulated by San Francisco's Noise Ordinance (Part II, Chapter VII, San Francisco Municipal Code, Section

2909, "Fixed Source Noise Levels"). The noise ordinance requires that noise from th mechanical equipment of the proposed building not exceed 60 dBA at the property line of the property affected by noise emission. This level would be at or below the existing background noise level in the vicinity of the site and no increase in noise levels due to mechanical equipment would be expected. The mechanical equipment to be used with the building has not been selected; however, this equipment woud be designed so that it would not impact the existing acoustic environment.

Construction noise in San Francisco is also regulated by the noise ordinance. The ordinance requires that all powered construction equipment except impact tools and equipment not emit more than 80 dBA when measured at a distance of 100 feet. Impact tools and equipment including pavement breakers, jackhammers and pile drivers must have their intake and exhaust muffled to the satisfaction of the Director of Public Works. The ordinance further requires a special permit for construction after 8:00 p.m. and before 7:00 a.m.

Construction noise levels would fluctuate measurably depending upon the following variables: the duration; the type or types of equipment used during each phase; the noise emitted during the noisy mode of any particular item or items of equipment in use; the proportion of the day during which the equipment would be operated in this noisy mode; (the mobility of the equipment; (e.g. the noise source might be a stationary air compressor or a self-propelled backhoe); the distance between the noise source and the receptor and the noise propagation characteristics of path between the noise source and the receptor (e.g. shielding by barrier or an intervening building would result in a reduced noise level at the receptor).

The major noise sources during construction would be haul trucks, power saws, cranes, air compressors, engine generators and impact torque wrenches. These pieces of equipment emit from 70 to 95 dBA at 50 feet.

Occupied land uses surround the site of the proposed project. The nearest residence is about 100 feet from the site on Mission Street. Although it is shielded from the proposed project site by an intervening commercial building, noise levels at the exterior of this residence would be 85 dBA when impact torque wrenches are used (about 2 months).

Interior noise levels would reach +70 dBA, which would be expected to annoy and distract residents. Additional residents are located on Brady Street within about 250 feet of the project. Noise levels at the exterior of these structures would reach 82 dBA during the use of impact torque wrenches. Interior levels would reach 67 dBA which would also annoy and distract residents. Several commercial buildings and offices are located within 100 feet of the proposed projects. During framing, a period of about 6 weeks, noise levels in the interiors of these buildings would reach 70 dBA with windows closed. This level would annoy and distract office workers, and interfere with conversations and use of the telephone.

During the remainder of construction the predicted levels would be approximately ten dBA lower than those reported above. Thus, the highest interior noise level to which either nearby residents or office workers would be exposed would be about 60 dBA. This level could interfere with conversation and would be disruptive although it would not interfere with telephone use. It would be likely to interefere with sleep, for day sleepers, during the 12-month construction period.

7. Land. (topography, soils, geology) Would proposed project result in or be subject to:	Yes	Maybe	No	N/A	Disc.
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)			X		X
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)			X		X
c. Generation of substantial spoils during site preparation, grading, dredging or fill?			X		X

The proposed project site is at approximate elevation +31 feet, San Francisco Datum (SFD).[1] The site slopes gently (less than one percent) down to the north.[2] According to the geologic map of San Francisco[3] the site is underlain by more than 18 feet of dune sand, which is underlain by mixed deposits of sand and clay (of the Colma Formation or of undifferential Quaternary deposits) and by Franciscan Complex bedrock at approximately -59 feet SFD.

Seismic stability of the soil underlying the project site is probably moderate.[3] The site would experience strong groundshaking during a major seismic event along any of the four active fault zones which surround the City.[4] The site is not underlain by Bay Mud or Artificial Fill and is not subject to potential liquifaction or subsidence hazard.[4] No new major excavation would be necessary for the proposed addition to the existing structure, however, some minor excavation or filling may be needed to ensure the existing foundation is in conformance with San Francisco Building Code requirements.[5] Removal of excavated material from the site would only be necessary if excavation and fill volumes did not balance.

Footnotes: Land

[1] San Francisco Datum is approximately 8.6 above mean sea level.

[2] Site visit by EIP geologist, G.J. Burwasser, February 26, 1982.

[3] J. Schlocker, Geology of the San Francisco North Quadrangle, California, U.S. Geological Survey, Prof. Paper 782, U.S. Government Printing Office, Washington, D.C., 1974, plate 1, scale 1:24,000.

[4] URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, San Francisco, June 1974, Figures 5 and 9.

[5] From site plans submitted by Max R. Garcia and Associates, Architects.

	Yes	Maybe	No	N/A	Disc.
8. Water. Would the proposed project result in:					
a. Reduction in the quality of surface water?			X		X
b. Change in runoff or alteration to drainage patterns?			X		X
c. Change in water use?	X				X
d. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?			X		X

There is no surface water at the site. The site is currently impermeable, covered by the existing structure.[1] The proposed alterations would not alter this situation. Storm water would continue to be drained into the combined City drain/sewer system rather than to the water table.[2] No problems exist in controlling storm water runoff.[3] Water use would increase from zero (the existing structure is vacant) to about 10,000 gallons per day after the renovated structure was fully occupied. No problems are anticipated in meeting the increased wastewater handling requirements.[3] No dewatering is proposed.

Footnotes: Water

[1] Site visit by EIP Geologist, G.J. Burwasser, February 26, 1982.

[2] From site plans submitted by Max R. Garcia and Associates, Architects.

[3] Nat Lee, Engineer, Sanitary Engineering, San Francisco Clean Water Program, telephone conversation, March 1, 1982.

9. Air Quality. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Violation of any ambient quality standard or contribution to an existing air quality violation?		X			X
b. Exposure of sensitive receptors to air pollutants?			X		
c. Creation of objectionable odors?			X		
d. Burning of any materials including brush, trees, or construction materials?			X		
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?			X		X

Construction activities would generate pollutants in the vicinity of the project. Trucks and equipment would release exhausts.

Direct atmospheric emissions of primary carbon monoxide from the project would be from combustion of natural gas for water and space heating. Natural gas is a relatively clean-burning fuel; therefore, no visible fumes would occur. Exhaust gases would be emitted at rooftop level and would be diluted to concentrations below the ambient air quality standards before reaching ground level.

The project would act as an indirect source of atmospheric emissions by generating automobile traffic. On the local scale, carbon monoxide is the most important pollutant emitted by automobiles.

Carbon monoxide (CO) concentrations under existing traffic conditions were estimated for worst-case meteorology using the procedures recommended by the Bay Area Air Quality Management District.[1] The intersections studied are expected to be those most impacted by the proposed project. The results are presented in Table 9. The results indicate that air quality standards are approached but not violated at the intersections studied. The improvement in regional air quality between 1982 and 1985 is due to reductions in average emissions per vehicle due to state and federal regulations.

TABLE 9

ESTIMATED CURBSIDE CARBON MONOXIDE CONCENTRATIONS UNDER WORST-CASE METEOROLOGICAL CONDITIONS (PPM)

	1982 Existing		1985 With Project		1985 Cumulative Development With Project	
	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.
Mission-Otis/ Van Ness	27.	9.	21.	6.	21.	6.
Mission-Otis/ Duboce	26.	9.	20.	6.	20.	6.

Assumptions = background is 5 ppm for the 8 hour average
background is 10 ppm for the 1 hour average

1-hour average speed is 10 miles per hour

8-hour average speed is 20 miles per hour

The project would add traffic to freeways which are already operating at or near full capacity. Each of the freeway locations addressed in the transportation section of this report is a heavily traveled elevated roadway near the downtown area of San Francisco. Under adverse meteorological conditions CO emissions from these roadways could reach the ground and cause or contribute to violations of the CO air quality standard. The amount of traffic added to these freeway locations due to the proposed project would not result in a measurable air quality impact. However, the increase in traffic volumes due to cumulative development would be expected to result in a 10-20% increase in CO emissions which would be likely to result in a small measurable impact at ground level under adverse meteorological conditions. It should be noted, however, that this potential increase in CO levels would be offset by anticipated reductions in vehicular emissions rates which are required by current regulations. As a result, localized air quality would continue to improve, albeit not as rapidly as it would without the new development.

The amount of total daily vehicle miles travelled (VMT) generated by the project would not be sufficient to result in a measurable regional air quality impact. Cumulative development in San Francisco and the Bay Area could, however, have a measurable effect on regional air quality.

Odors which might be generated during construction would be controlled at the source. No burning is expected.

Because of the building's relatively low height, the potential for adverse wind accelerations at pedestrian level does not appear to be present.[2] Wind tunnel tests of the proposed project will not be conducted.

Shadows caused by buildings vary with time of day and season. Shadows are east to west in the morning, swing to the north by noon, and continue in an arc to the east by afternoon.

Sun/shade diagrams have been prepared for 9:00 a.m., noon, and 3:00 p.m. for the first day of each season.

Summer (Figures 16, 17, and 18, pages 49-51) shade is minimal. In spring and fall,[3] th shade remains minimal (Figures 19, 20, and 21, pages 52-54) At 9:00 a.m. shadows extend to the curb on the opposite side of Otis Street. In winter (Figures 22, 23, and 24, pages 55-57) there is more of an increase in shadow coverage. At 9:00 a.m. shadows cover Crocker and Brady Streets.

Footnotes: Air Quality

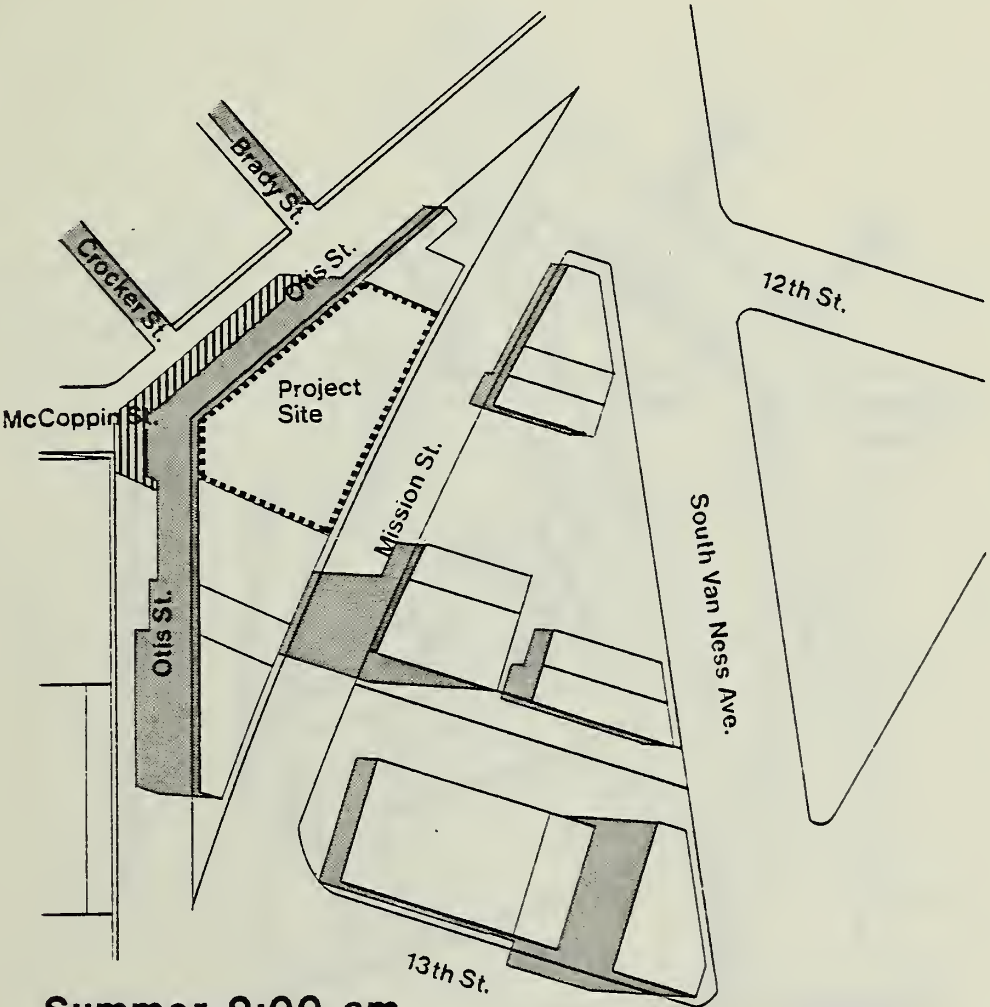
[1] Bay Area Pollution Control District, Guideline for Air Quality, Analysis of Projects, June 1975, revised May 1981.

[2] Don Ballanti, certified consulting meteorologist, letter dated March 10, 1982.

[3] The path of the sun across the sky is identical for the first day of spring and fall.

10. Energy/Natural Resources. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Any change in consumption of energy?	X				X
b. Substantial increase in demand on existing energy sources?			X		
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	X				X

Energy in the form of fuels, electricity and lubricants would be used for the construction of the proposed project. Operational energy would be used for space heating, ventilating, air conditioning, lights, service, water heating, and electrical outlets in the building. The building design would be required to comply with the requirements of Title 24 of the California Administrative Code which sets standards for the energy consuming features of the building. If the energy budget method of compliance is selected, Title 24 would limit energy consumption for heating, cooling, ventilating, lighting, and service water heating to 126,000 BTU, and retail areas to 200,000 BTU per gross square foot of conditioned floor area. The total annual energy consumption for covered uses would therefore be less than 22 billion BTU, equivalent to 3,900 barrels of oil. Additional energy would be used by appliances such as computers, typewriters, copiers, etc., although this would be a minimal increase.



Summer 9:00 am

Shadow Pattern Analysis

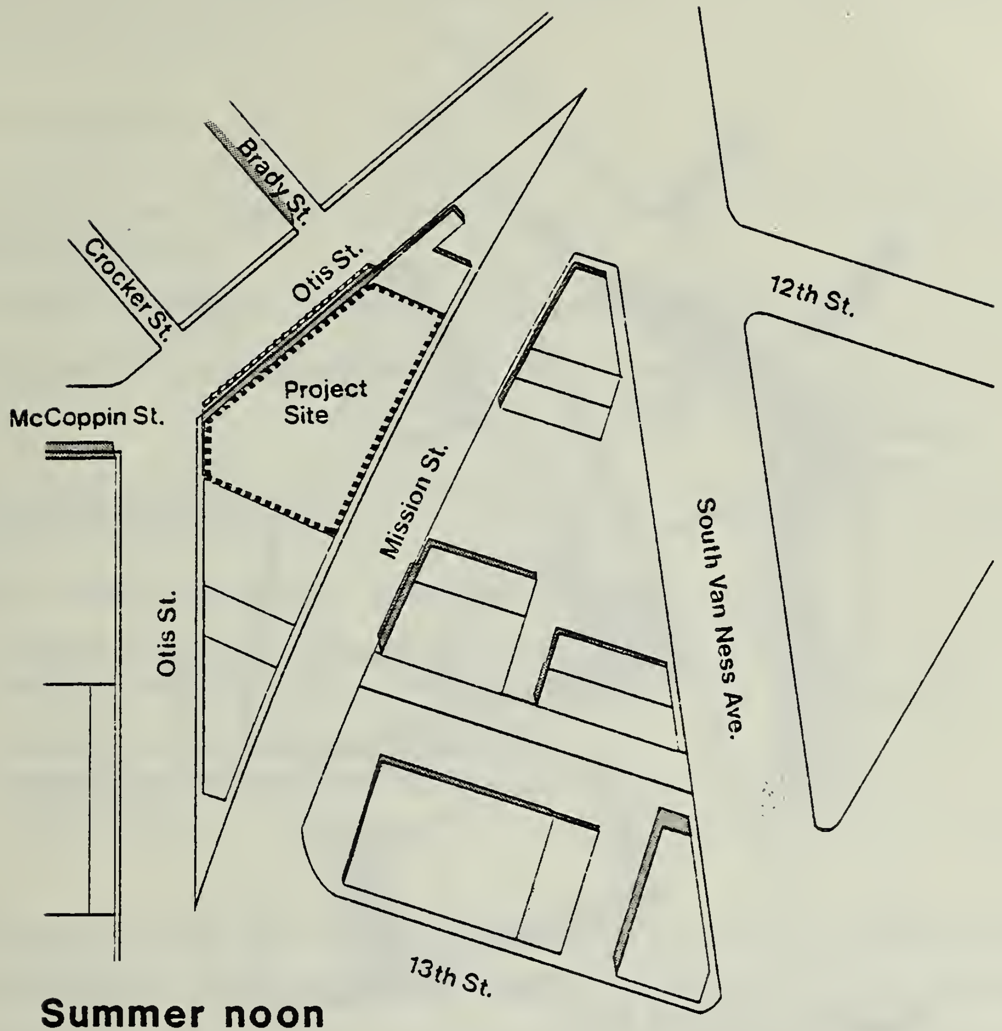
▨ Existing Shadows

▥ Shadows Added by Proposed Project

North

0 50 100 200
Scale Feet

Figure No.16



Summer noon

Shadow Pattern Analysis

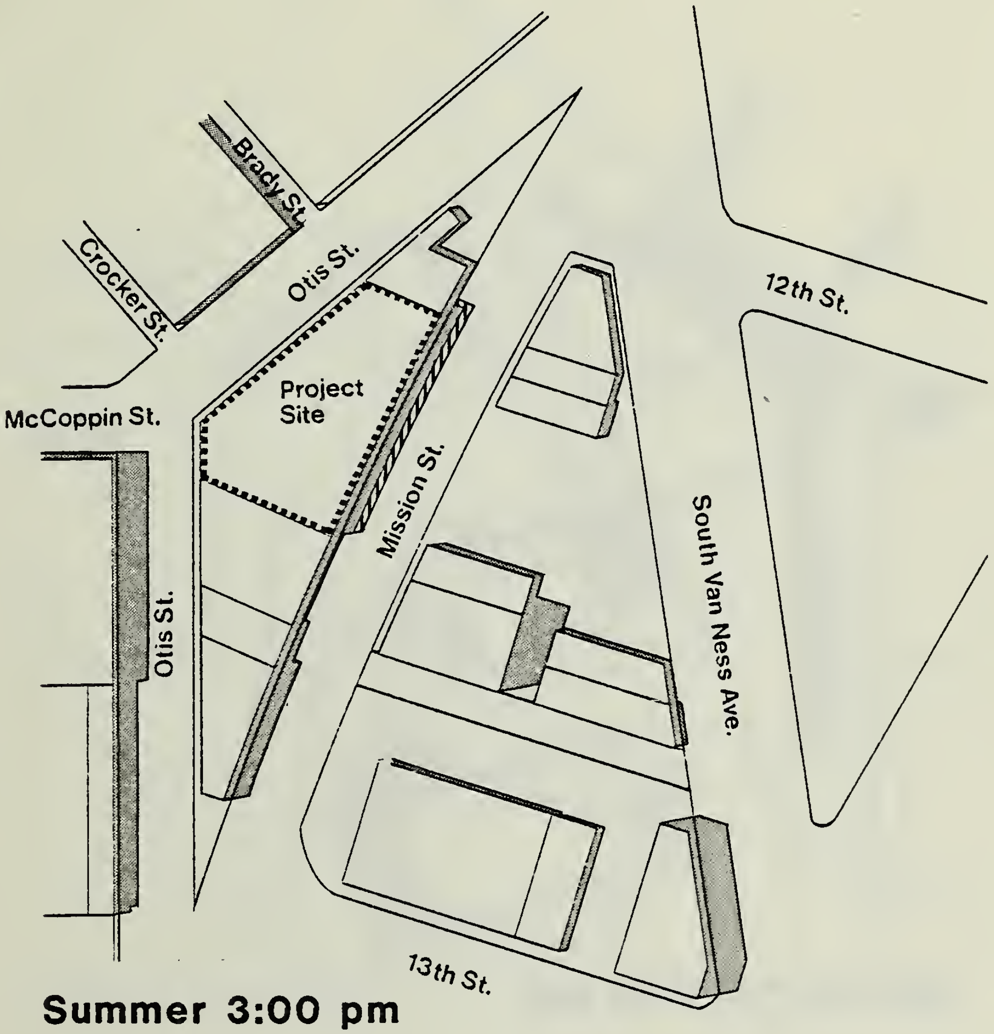
▒ **Existing Shadows**

▥ **Shadows Added by Proposed Project**

North

0 50 100 200
Scale Feet

Figure No.17



Summer 3:00 pm

Shadow Pattern Analysis

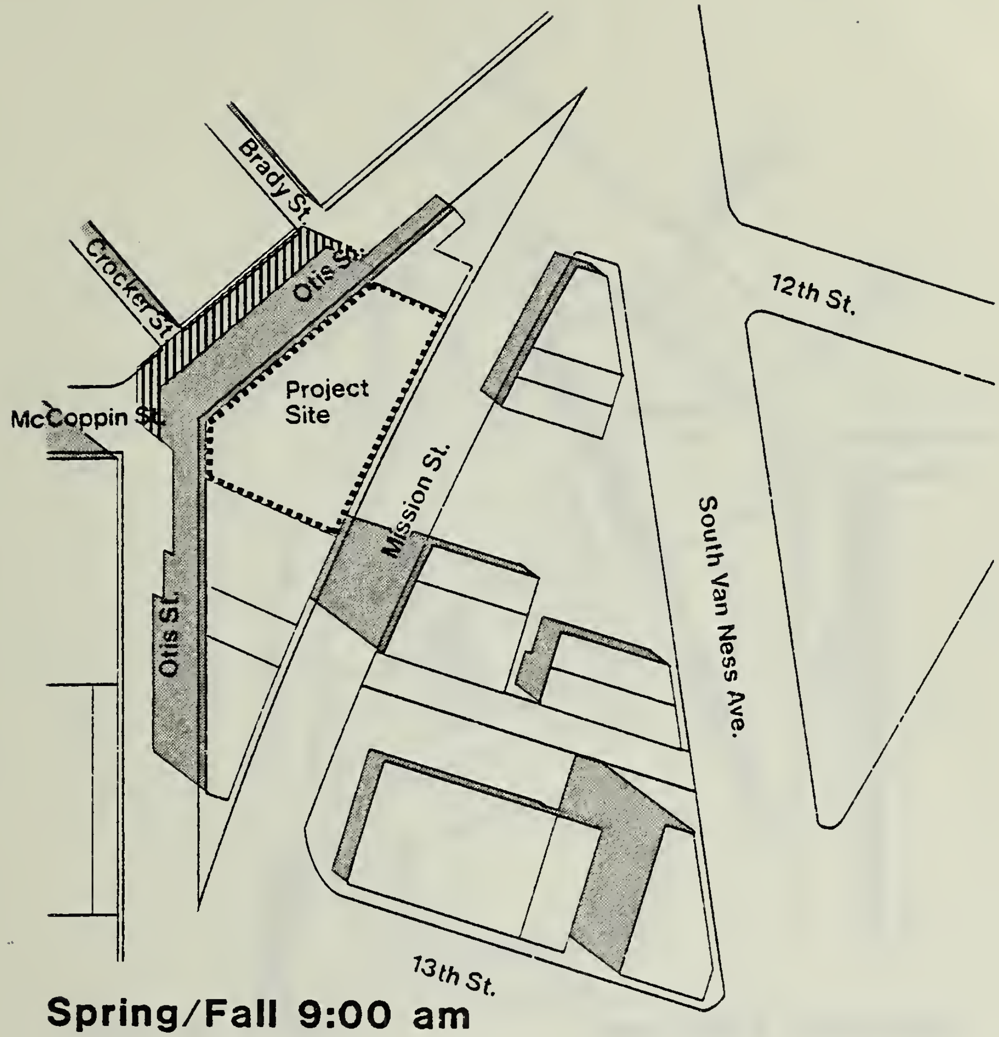
▒ **Existing Shadows**

▥ **Shadows Added by Proposed Project**

North

0 50 100 200
Scale Feet

Figure No.18



Spring/Fall 9:00 am

Shadow Pattern Analysis

▨ **Existing Shadows**

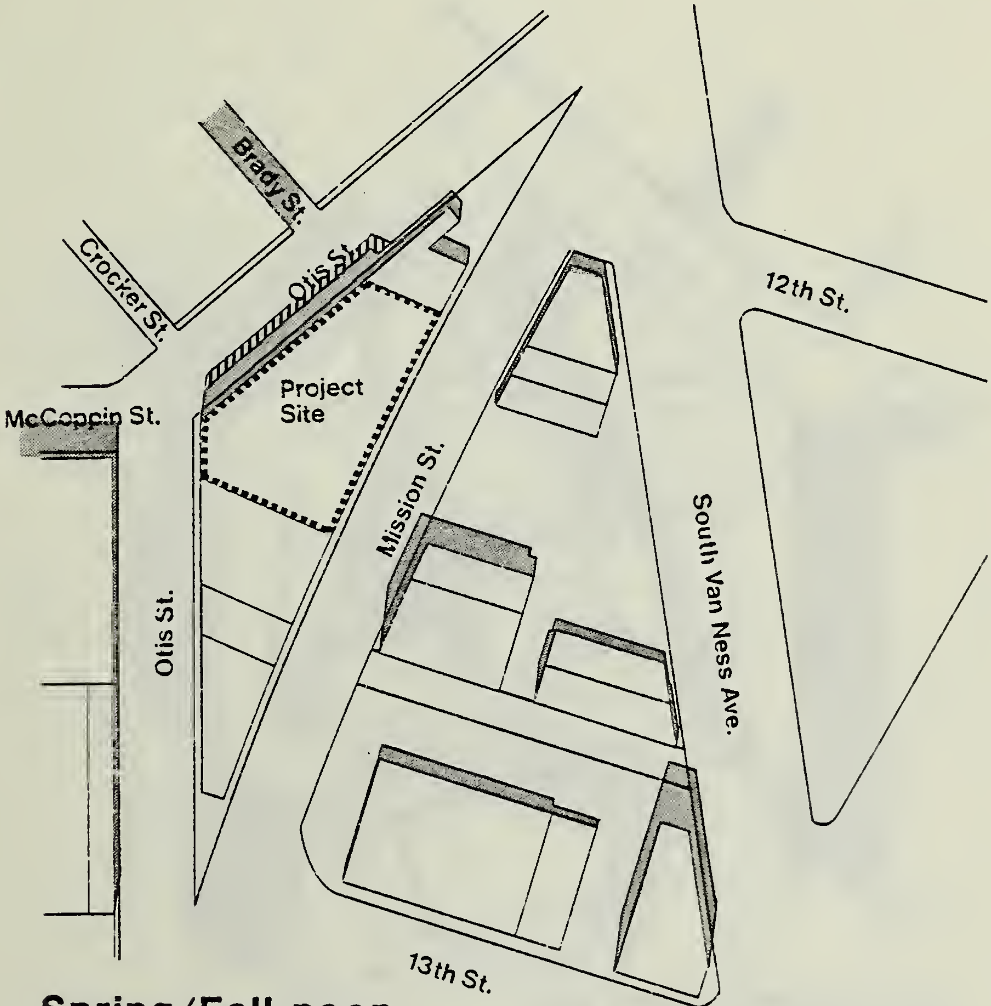
▥ **Shadows Added by Proposed Project**

North

0 50 100 200

Scale Feet

Figure No.19



Spring/Fall noon

Shadow Pattern Analysis

▨ **Existing Shadows**

▥ **Shadows Added by Proposed Project**

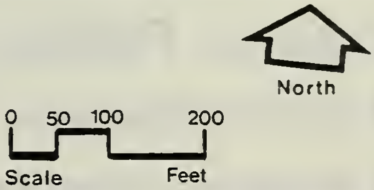
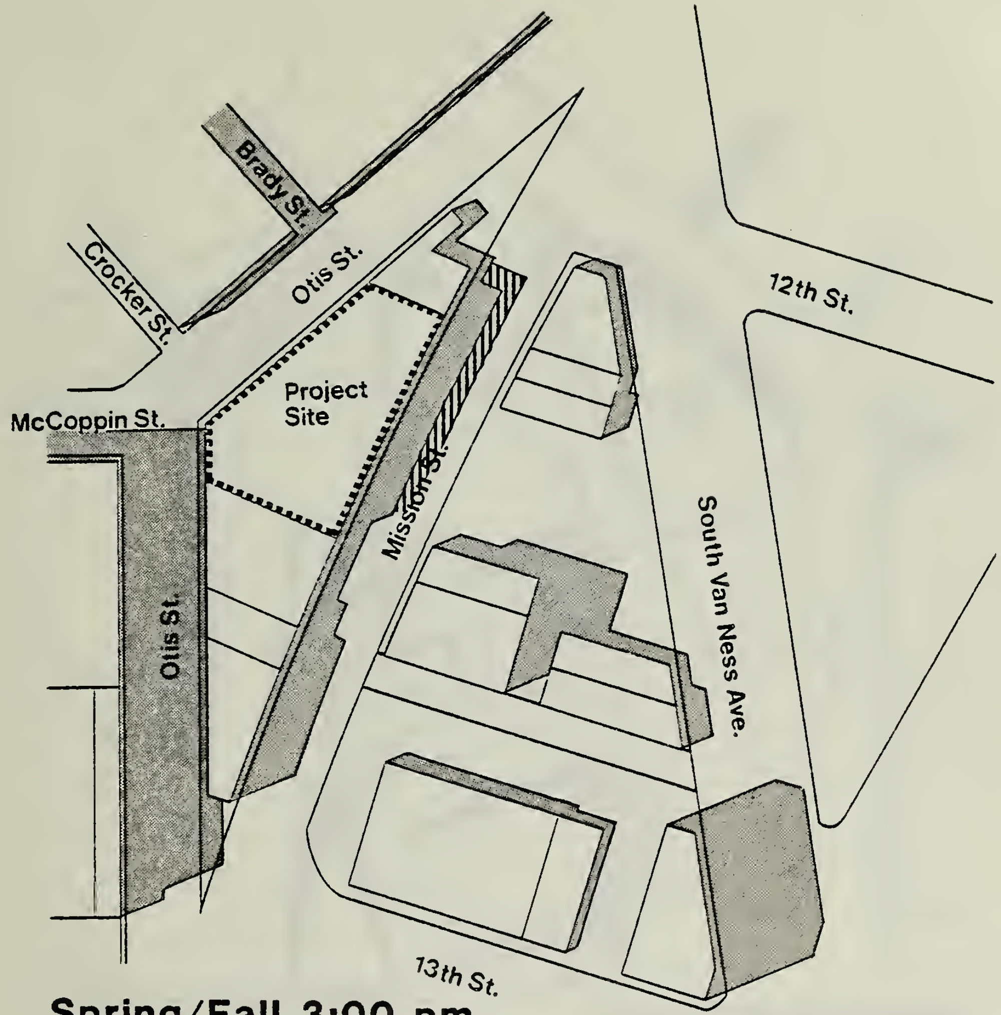


Figure No. 20



Spring/Fall 3:00 pm

Shadow Pattern Analysis

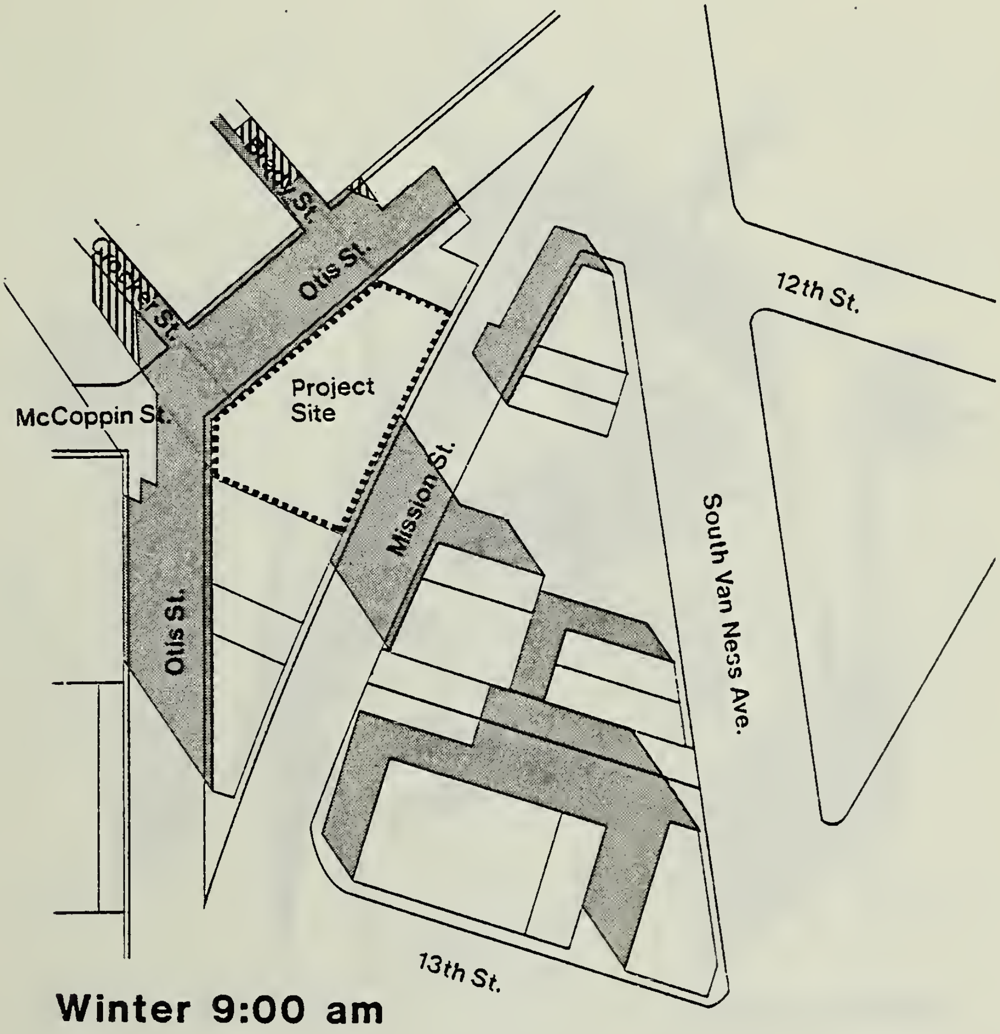
▒ Existing Shadows

▥ Shadows Added by Proposed Project

North

0 50 100 200
Scale Feet

Figure No. 21



Shadow Pattern Analysis

▨ **Existing Shadows**

▥ **Shadows Added by Proposed Project**

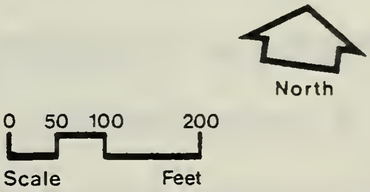
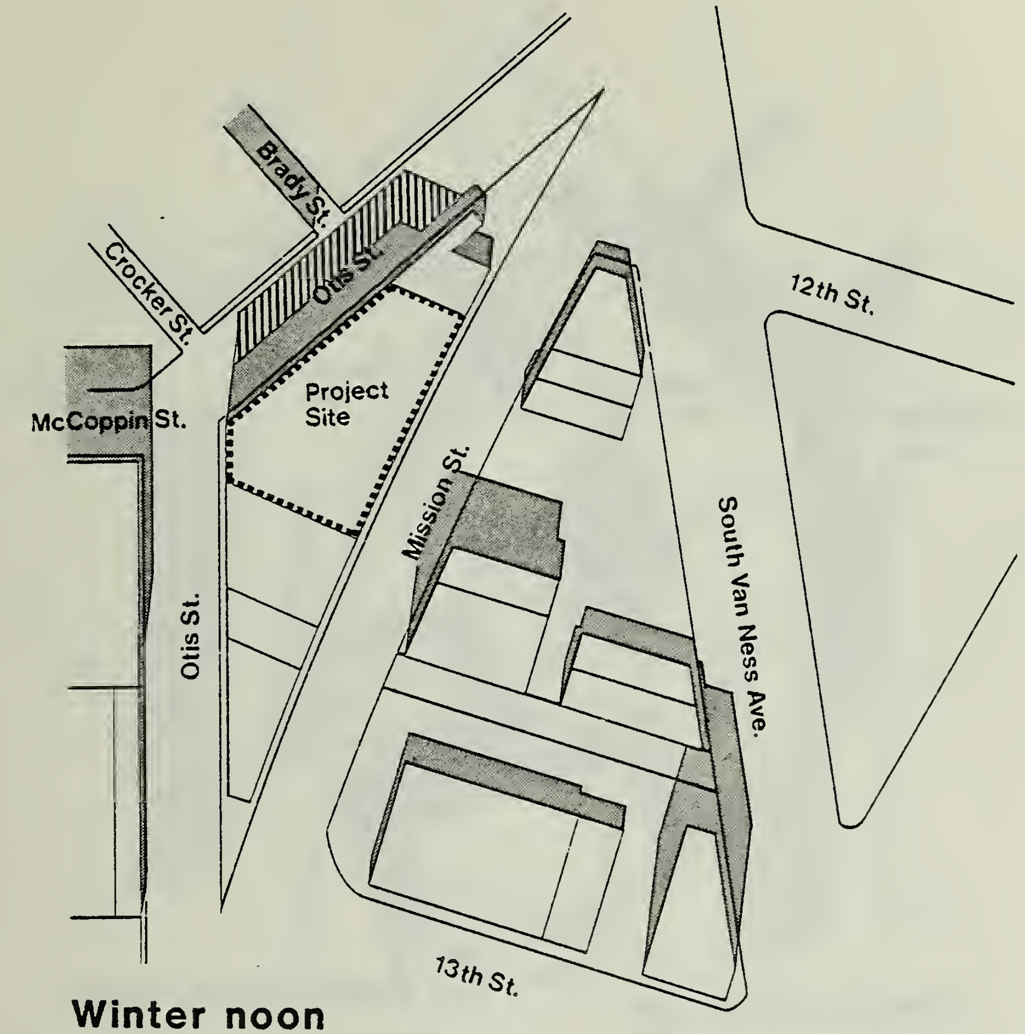


Figure No. 22



Winter noon

Shadow Pattern Analysis

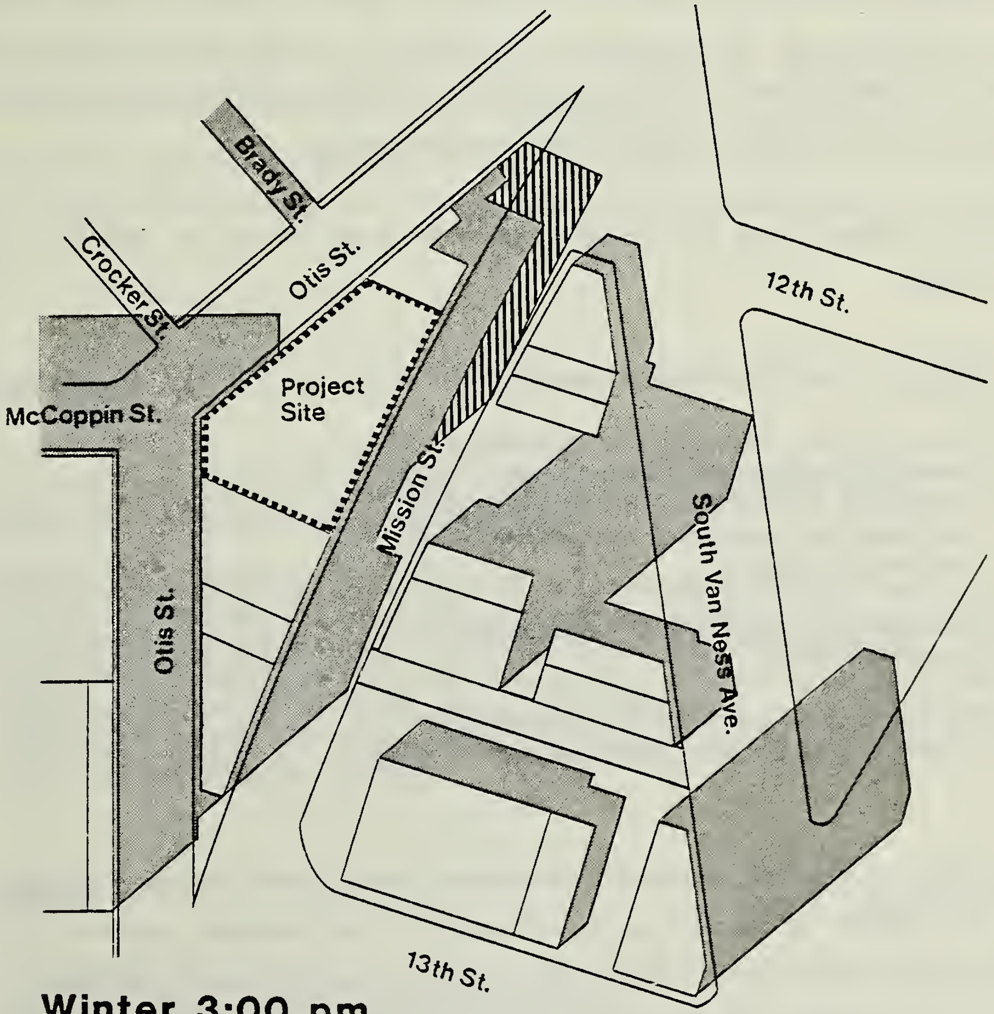
■ Existing Shadows

▥ Shadows Added by Proposed Project

North

0 50 100 200
Scale Feet

Figure No. 23



Winter 3:00 pm

Shadow Pattern Analysis

▨ Existing Shadows

▥ Shadows Added by Proposed Project

Figure No. 24

In addition to meeting Title 24 standards, the project sponsor has proposed to review a series of potential conservation measures. Such measures could include, but not necessarily be limited to: passive solar design; active solar water heating; economizer cycle; automated temperature reset in ducts and pipes; double glazing; return air light fixtures; individual thermostats and light switching; operable windows; watt miser lamps and others as identified by the engineering consultant. A report detailing the acceptance or reasons for rejecting each of these measures would be provided to the Department of City Planning with the building permit mechanical submittal.

Transportation energy used by project-generated trips would be 180,000 gallons of gasoline annually.

11. Hazards. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?			X		
b. Creation of or exposure to a potential health hazard?			X		
c. Possible interference with an emergency response plan or emergency evacuation plan?			X		

It is not anticpated that the proposed development would result in any increased risk of explosion or release of hazardous substances. The project sponsor or building management staff, would design a building evacuation plan and would coordinate this plan with the City's emergency planning activities to insure orderly dispersion of people once they are out of the building.

12. Cultural. Would the proposed project:	Yes	Maybe	No	N/A	Disc.
a. Include or affect a historic site, structure, or building?			X		X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?			X		X
c. Cause a physical change affecting unique ethnic or cultural values?			X		X

Construction of the proposed Van Ness Plaza would not involve major excavation, therefore no archeological impacts are associated within the project.[1] A map prepared by the Department of City Planning shows there is no known potential for archeological finds in the project area; five being the highest value and 0 being the lowest.

Two structures in the project area have been recognized by the Department of City Planning 1976 Architectural Inventory.[2] The old Juvenile Court and Detention Home, now the Department of Social Services at 150 Otis was given a rating of 5. The Firestone Garage at 100 South Van Ness has a DCP rating of 3; 5 being the highest value and 0 being the lowest.

Footnotes: Cultural

[1] Allan J. Bramlette, Assistant Coordinator, Northwest Information Center, California Archaeological Site Inventory, letter, March 3, 1982.

[2] DCP Survey refers to an architectural survey of all buildings in the city conducted by the Department of City Planning in 1976. Those buildings considered to have architectural value were rated as to the degree of architectural value from a low of "0" to a high of "5". Buildings rated 3,4 or 5 represent less than 1% of the city's entire building stock. The survey rating is comprised of two numbers, e.g. 3/4. The first number reflects only the exterior architectural quality of the building; the second reflects both the architecture and the building as viewed in its setting.

13. Biology	Yes	Maybe	No	N/A	Disc.
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?			X		
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?			X		
c. Would the project require removal of mature scenic trees?			X		

The proposed development site currently has structures on it. There are no plant or animal habitats on the site.

C. MITIGATION MEASURES:

	Yes	No	Disc.
a. Are mitigation measures included in the project?	X		X
b. Are other mitigation measures available?	X		X

The development sponsors have agreed to the following mitigation measures which would ameliorate any identified adverse impacts or would reduce them to a level where no significant impacts would occur (State EIR Guidelines, Section 15080 (d)(2):

1. The project sponsor would design and implement a Transportation System Management Program (TSM) for the project. Elements of the program include the following:

   a. The project sponsor would contribute to a fund for maintaining and augmenting transportation services, in an amount proportionate to the demand created by the project, through an equitable funding mechanism.

   b. The project sponsor would encourage transit use by employees in the proposed building by means including the sale on-site of BART and Muni passes, and promoting an employee car pool/van system in cooperation with RIDES for Bay Area commuters, or other such enterprises.

   c. When the project is completed the project sponsor would, in consultation with the Department of City Planning, encourage a flexible time system for employee working hours. This system would be designed to reduce the project's effects on peak hour traffic and transit patronage. After one year of occupancy the project sponsor would report to the Department of City Planning the number of employees of each tenant working the various flex-time shifts.

   d. Within a year from completion of the project at a time when the project is fully occupied, the project sponsor would conduct a survey in accordance with methodology approved by the Department of City Planning, to assess actual trip generation patterns of project workers and visitors residency and modal split patterns and parking demand, and actual pickup and drop off areas for car poolers and van poolers. This survey would be designed and approved by the Department of City Planning. The results of this survey would be used to assess the need for additional off-site parking.

   e. The project would provide 284 off-street spaces unless a post occupancy survey, administered within six months from full project occupancy, demonstrated a demand for less parking. Should the post-occupancy survey indicate a parking demand greater than the proposed 120 parking spaces, the sponsor would increase the available number of spaces on-site through valet and/or mechanical lift parking measures to meet identified demand. Should the demand exceed the number of spaces which can be accommodated on-site, the sponsor would provide the required number of spaces off-site within an 800-foot walking distance for the life of the proposed project use, provided that the number does not exceed the Code requirement of 284 spaces.

f. The project sponsor would request (of the appropriate City departments) that the curb parking adjacent to the project be converted to one-hour metered spaces.

g. During the construction process, pedestrian access would be maintained along both Mission and Otis Streets adjacent to the project site. Construction deliveries would not be allowed during the peak traffic hours (7:30-8:30 a.m. and 4:30-5:30 p.m.) and would be limited to the site's Otis Street frontage.

h. On-site bicycle storage would be provided for messenger services.

i. Pedestrian warning bells would be installed at the access points to the ground floor parking.

j. Placement of trees and landscape treatment on Otis Street would be designed to maximize the line of site from exiting vehicles.

2. The project sponsor would provide the following housing impact mitigations:

a. The project sponsor would conduct a post-occupancy survey after full project occupancy, in accordance with methodology approved by the Department of City Planning. This survey would identify the ratio of workers per square foot of computer-related office space. The Department would analyze the survey findings and would determine the exact housing impact.

b. If a ratio of less than 1:250 is used for the computer-related office space, the project sponsor would record a deed restriction for the property which would limit the use of the building to that which had been used to determine the housing impact (e.g. 36,000 g.s.f. of computer-related office space). The conditional use permit authorization would also identify this condition. Any change in use of this 36,000 g.s.f. of space which would cause a higher ratio of workers per sq. ft. of space and therefore a greater housing impact, would only be allowed if the sponsor or subsequent property owner were to mitigate this increase in housing demand.

c. The project housing impact would be mitigated by the sponsor providing the specified number (128 to 152 units) of housing units off site within the City and within two years of the date of project approval. The sponsor may satisfy this requirement by "causingto be constructed" the specified number of units. Participation in the City's OHPP Mortgage Revenue Bond Program for the specified number of units would also satisfy this requirement. Prior to the City's issuance of the temporary certificate of occupancy, the sponsor would present to the City a plan for how the housing would be provided.

3. An evacuation and emergency response plan would be developed by project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management before issuance by the Department of Public Works of final building permits.

D. ALTERNATIVES:	Yes	No	Disc.
a. Were alternatives considered:	X	_	X

1. No Project Alternative

This alternative would entail no change to the development site as it now stands. The former auto sales use on the project site represents a less intense and possible less stable use of the property than proposed. The existing structure would probably not be altered since the additional office space would not be necessary to conduct the auto sales business. Consequently, employment on the project site would be lower, and no opportunity for neighborhood retail business would be created. The instability currently experienced by the auto industry would possibly lead to relatively high turnover at the project site.

2. Housing Development Alternatives

This alternative would be designed with ground floor parking and up to 5,000 net square feet of retail space, and construction of two additional floors above the existing three floors which could accommodate up to 230 housing units instead of the proposed 170,700 sq. ft. of office space. The alternative would house approximately 500 persons. Expenditures by project residents would stimulate local neighborhood commercial businesses. These economic effects and the new resident population would constitute the significant growth inducing impacts of the alternative. Parking for the 230 housing units would be provided on-site.

The project sponsor rejected this alternative because the structural constraints of the existing floors would make it very difficult and expensive to provide the support utilities necessary for housing units.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

		Yes	No	Disc.
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	_	X	_
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	X	_
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects?)	_	X	_
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	X	_
5.	Is there a serious public controversy concerning the possible environmental effect of the project?	_	X	_

On the basis of this initial evaluation:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

__x__ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers 1&2, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Robert W. Passmore
Assistant Director-Implementation

for

Dean Macris
Director

Date: [illegible]

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San Francisco, CA 94102

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364 Bush Street
San Francisco, CA 94102

Downtown Senior Social Services
295 Eddy Street
San Francisco, CA 94102

Downtown Association
582 Market Street
San Francisco, CA 94102
Attn: Lloyd Pflueger, Mgr.

Environmental Science Assoc.
1291 E. Hillside Blvd.
Foster City, CA 94404

The Foundation for San Francisco's Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

Gray Panthers
944 Market Street
San Francisco, CA 94102
Attn: W. Nunnally

Charles Gill
315 Ivy Street
San Francisco, CA 94102

Joseph Coriz
2853 22nd Street
San Francisco, CA 94110

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Heller, Ehrman, White & McAuliffe
44 Montgomery Street, 32nd fl.
San Francisco, CA 94104
Attn: Richard Millard

Mr. Gerald Owyang
1517 Reed Avenue #2
San Diego, CA 92109

Mrs. G. Bland Platt
339 Walnut Street
San Francisco, CA 94118

Sue Hestor
4536 20th Street
San Francisco, CA 94102

Junior Chamber of Commerce
251 Kearny Street
San Francisco, CA 94108

Friends of the Earth
124 Spear Street
San Francisco, CA 94105
Attn: Connie Parrish

League of Women Voters
12 Geary Street, Room 605
San Francisco, CA 94108

Legal Assistance to the Elderly
944 Market Street
San Francisco, CA 94102

Bill McKee
600 Montgomery Street
San Francisco, CA 94102

San Francisco Beautiful
41 Sutter Street
San Francisco, CA 94104
Attn: Mrs. H. Klussman, Pres.

San Francisco Building and Construction Trades Council
400 Alabama Street, Room 100
San Francisco, CA 94110
Attn: Stanley Smith

San Francisco Chamber of Commerce
456 California Street
San Francisco, CA 94102
Attn: Richard Morten

San Francisco Ecology Center
13 Columbus Avenue
San Francisco, CA 94111

San Francisco Forward
690 Market Street
San Francisco, CA 94104
Attn: Frank Noto

San Francisco Labor Council
3058 16th Street
San Francisco, CA 94103
Attn: Bernard Speckman

San Francisco Planning and
Urban Renewal Association
312 Sutter Street
San Francisco, CA 94108

San Francisco Convention and
Visitors Bureau
1390 Market Street, #260
San Francisco, CA 94102
Attn: George D. Kirkland, Ex.Dir.
D. Hess, General Mgr.

San Francisco Tomorrow
728 Montgomery Street, Room 34
San Francisco, CA 94111
Attn: Suzanne Smith

San Franciscans for
Reasonable Growth
88 First Street
San Francisco, CA 94105
Attn: Carl Imparato

John Sanger & Associates
2340 Market Street
San Francisco, CA 94114

Kent E. Soule
1180 Filbert Street, #204
San Francisco, CA 94109

Paul Thayer
1033 Stanyan Street
San Francisco, CA 94117

Timothy A. Tosta
333 Market Street, #2230
San Francisco, CA 94105

Steven Weicker
899 Pine Street, #1610
San Francisco, CA 94108

Jeff Vance
Campeau Corp. of California
681 Market Street
San Francisco, CA 94105

Senior Escort Program
South of Market Branch
814 Mission Street
San Francisco, CA 94103
Attn: Leslie Halford

Sierra Club
530 Bush Street
San Francisco, CA 94104
Attn: Becky Evans

Tenant & Owners Development Corp.
177 Jessie Street
San Francisco, CA 94105
Attn: John Elberling

Chris Lavdiotis
1919 28th Ave.
San Francisco, CA 94116

MEDIA

San Francisco Bay Guardian
2700 19th Street
San Francisco, CA 94110
Attn: Mr. David Johnston

San Francisco Examiner
110 Fifth Street
San Francisco, CA 94103
Attn: Gerald Adams

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Marshall Kilduff

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attn: Mike Mewhinney

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

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San Francisco, CA 94116

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San Francisco, CA 94118

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San Francisco, CA 94103

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San Francisco, CA 94103

Chin Bing San & Wong Hong
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San Francisco, CA 94109

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c/o Union Oil Co. Tax Division
P.O. Box 7600
Los Angeles, CA 90054

Les Vogel Chevrolet Co.
N/O Mil Corporation
Nil Corp.
171 2nd Street
San Francisco, CA 94105

Benjamin P. Liu
1475 19th Ave.
San Francisco, CA 94103

Bekins Van & Storage Co.
c/o Controllers Office
910 Grand Central Ave.
Glendale, CA 91201

The Firestone Tire & Rubber Co.
N/O Lera Development Inc.
Lera Development Inc.
171 2nd Street #602
San Francisco, CA 94105

Discount Builders Supply
465 Bay Shore Blvd.
San Francisco, CA 94124

Pacific Telephone
Real Estate Office
44 Montgomery Street, Room 1250
San Francisco, CA 9[illegible]04

Discount Builders Supply Inc.
1673 Mission Street
San Francisco, CA 94103

Speyer & Schwartz
541 17th Ave.
San Francisco, CA 94121

Adam Bianchi & Sons Inc.
c/o Harrigan Weidenmuller Co.
344 Kearny Street
San Francisco, CA 94108

Leon Cohn
1621 Mission Street
San Francisco, CA 94103

Harold E. Cohn
1621 Mission Street
San Francisco, CA 94103

LIBRARIES

Documents Department
City Library - Civic Center
San Francisco, CA 94102
Attn: Faith Van Liere

Environmental Protection Agency
Library
215 Fremont Street
San Francisco, CA 94105
Attn: Jean Circiello

Hastings College of the Law
Library
198 McAllister Street
San Francisco, CA 94102

Golden Gate University Library
536 Mission Street
San Francisco, CA 94105

Government Documents Section
Stanford University
Stanford, CA 94305

Institute of Governmental Studies
1209 Moses Hall
University of California
Berkeley, CA 94720

San Francisco Public Library
Business Branch
530 Kearny
San Francisco, CA 94104

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Government Publications
1600 Holloway Ave.
San Francisco, CA 94132

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